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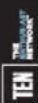
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LOWRIDER EST. 1977 Editor's letter

THE OG LOWRIDER MAN



THE PASSING OF
THE GODFATHER
OF LOWRIDING,
SONNY MADRID,
CREATED A
VEHICLE OF
COMMUNICATION
THAT GAVE US
ALL A VOICE
AND A FAMILY
TO BE A PART OF.

Culture manifests itself through communication and history, but without representation it lacks a voice, an organization, and the power it needs to not only be sustainable, but also evolve and grow. That said, on June 22, 2015 we lost a very important figure in lowriding. That figure was Mario "Sonny" Madrid – one of the co-founders of *LOWRIDER* Magazine.

On that day we not only lost a friend, we lost a visionary. We lost the pioneer who had a passion for the Mexican American automobile culture of lowriding. He was the one that wanted to chronicle the culture of lowriding, but in turn what he created was the conduit and connecting hub for our culture of creativity. His magazine became the voice of our culture, the vision board for our dreams, and the portal of expression that helped create what we enjoy today.

Back when he first started, he not only had a great idea for creating the magazine, but he had the ambition, the drive, and the willpower to make it happen. In 1977 Sonny Madrid's dreams were brought to reality when he put together his first issue, which became a photo editorial account of our culture. He wanted to portray our world in the most accurate manner possible and create a community that would connect the styles, the passion, and the builds from various lowriding communities all across the country.

He began by printing 1,000 issues that he distributed himself from San Jose, and all those issues were delivered from the back of his Chevy. At first they were pushed from hand to hand, and some of his first retail outlets were

mom and pop stores all throughout the barrio. The magazine gave the people something they could relate to and it became a source of inspiration and entertainment, yet little did he know that what he created was the first true automotive lifestyle publication that would go on to become a global brand with international influence.

Today lowriding and the *LOWRIDER* brand has become a worldwide phenomenon that shares its passion, products, and creativity with the world. Exposing the luster of lowrider culture was all a part of Sonny's dreams and visions, but what he really created is a rich heritage and history that will continue to live through the stories he shared and chronicled. He helped put our lifestyle on the map and his creation became the conduit of our existence.

So with heavy hearts the lowrider world will mourn the loss of Mr. Madrid, but we will forever remember him as the pioneer of lowriding. May he ride in piece and bring his talents and stories to the heavenly kingdom.

In closing I'd just want to take a minute to say God bless Sonny Madrid. We are forever grateful for what you helped create, but you'll be looking down at us proud to see that your legacy and your creation will live on. You are the Lowrider Man. ■

Joe Ray





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By Phil Schwartze
Photos by Beto Mendoza

A VERY STYLISTIC SHADE OF BROWN

Color choice on your car can be one of the hardest aspects of a build. You want something that looks slick and stands out from the rest of the crowd, but also speaks to your personality. It can often take months of experimentation and thousands of dollars to get what's in your mind's eye

done right. And that's only the beginning. Once it's decided, the domino effect of pulling all the other aspects together to complement the shade you've decided on is a whole 'nuther task.

Let's face it, we don't see a lot of cars done in brown. You've got to do it right for it to



MODEL

Lana Lopez

MAKEUP BY: LIZA MACAWILI
WARDROBE: KANDYSHOPBIKINIS.COM



BROWN-EYED GIRL

FIRST STOCK, THEN RESTORED, NOW ALL CUSTOM

really catch your eye. Ciji Ulloa bought this car as a stock '64 and restored it to original, but was then tempted to take it into lowrider territory. When it was decided he'd do it up in brown, he tore it all down again, and with the help of his friends and fellow club members in the Stylistics Car Club, Ciji came up with what you see here. From the gold trim, to the pinstriping and leafing to the two-tone interior, we think he pulled off quite a subtle beauty.

Powering "Mi Morena" is the 350 it came with, dressed up with some bling. The Powerglide was ditched in favor of a

350 trans. Rick at Low Life in Inglewood, California, installed the Whammy pumps with two dumps and six batteries to keep all the juice flowing. The A-arms were molded, but since the frame is a stronger Canadian unit, further mods weren't necessary. A chrome rearend along with a host of other shiny accessories keep the undercarriage looking good. It's all rolling on 13-inch Chinas with engraved gold and chrome knockoffs.

Walter at West Coast Auto Body laid down the custom Walnut Metallic Brown, which was followed up by some fine pinstriping, leafing, and graphics by Curly in Paramount,









California. Carlos at Salas Engraving handled the engraving on the door handles, bumper guards, mirrors, and wheels. Gold trim was applied by Speedy's in Long Beach California, while chroming duties were done by Anaheim Plating.

The suede and vinyl upholstery along with the fiberglass work in the trunk and kick panels was handled by Big J in Paramount, California, and makes for a slick color combo to accent the exterior. Pulling

all these aspects together didn't just happen alone. Ciji thanks Angel Ibarra and members of the Stylistics for helping him put the ride together. He also gives props to his family for being patient with him while it took a lot of long hours to build. We've got to say this is one ride that'd make any doubters of using brown on a car fans of this finished product. Just goes to show you that you can make any color look good with the right combination of elements. ■

**ENGRAVING, LEAFING,
FIBERGLASS, AND SOME
BROWN SUGAR MAKE FOR
A RECIPE OF STYLE.**





TECH SPECS

VEHICLE YEAR/MAKE/MODEL:

1964 CHEVROLET IMPALA

VEHICLE NICKNAME: MI MORENA

OWNER: CIJI ULLOA

CITY/STATE: BELLFLOWER, CA

CLUB: STYLISTICS

ENGINE: 350 V-8 AND 350 TRANS

BODY/PAINT: WALNUT METALLIC BROWN BY WALTER AT WEST COAST AUTO BODY. PIN-STRIPING, LEAFING, AND GRAPHICS BY CURLY IN PARAMOUNT, CALIFORNIA. ENGRAVING BY CARLOS AT SALAS ENGRAVING. GOLD TRIM

BY SPEEDY'S IN LONG BEACH, CALIFORNIA. CHROMING BY ANAHEIM PLATING.

SUSPENSION: RICK AT LOW LIFE IN INGLEWOOD, CALIFORNIA, INSTALLED THE WHAMMY PUMPS WITH TWO DUMPS AND SIX BATTERIES. MOLDED A-ARMS. CHROME REAREND.

INTERIOR: SUEDE AND VINYL BY BIG J. **SOUND SYSTEM:** JVC WITH PIONEER SPEAKERS

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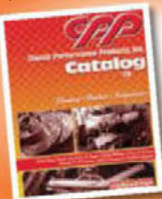
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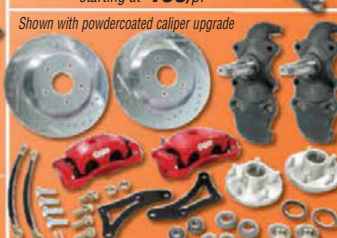
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LADIES FIRST

When Your Wife Wants to Go to Shows Too, Why Not Get Her a Car of Her Own?

By Hector Leyva



With car show season upon us, many of you will drag your wife or girlfriend to every show you attend with the majority of them merely there for support. Fortunately, the past few years has seen a rise of not just female attendees, but more importantly, female participants. After one particular show, Lupe Barreras told her husband Jose that she'd decided she no longer wanted to ride shotgun with him, but instead drive alongside him. So with help from her husband and fellow HighClass Car Club members, Lupe was off to give her 1979 Chevy Malibu a touch of "high class."

In a car club dominated by full show cars, she knew she had to stand out. So the Malibu was sent to ColorWorld where they would lay down the car's vibrant House of Kolor Sunrise Pearl Gold found throughout the vehicle. Curly's Pinstriping would apply custom patterns and pinstriping variations with colors such as Sunburst Orange and Pegan Gold pearls just to name a few. California Upholstery was the only option for when it came to the interior. Joe at California would install a complete custom interior with powered Lexus bucket seats, which were covered in array of yellow leathers contrasting the vehicle's lively exterior. With the accenting engraved trim, custom murals, and the mandatory Dayton wire wheels in place, it was finally time for Lupe to cruise her own lowrider.

"Thanks to everyone that helped out," says Lupe. "But special thanks to my husband, Jose, for helping me complete my car and giving me a taste of the high class." ■





TECH SPECS

VEHICLE: 1979 CHEVY MALIBU

VEHICLE NICKNAME: EVIL SUNRISE

OWNER: LUPE BARRERAS

CAR CLUB: HIGHCLASS C.C.

CITY: HAWTHORNE, CA

ENGINE: 1979 ORIGINAL 3.3

UPHOLSTERY: JOE AT CALIFORNIA UP-
HOLSTERY

BODY/PAINT: COLORWORLD, CURLY'S
PINSTRIPING WITH DIREONE COMPLETING THE
MURALS

SUSPENSION: ONE WAY HYDRAULICS

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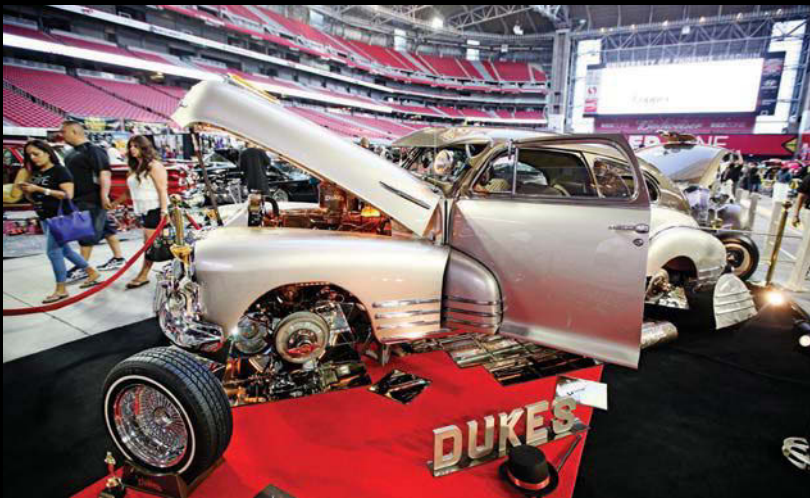
By Joe Ray

A few months after this year's Super Bowl XLIX (49) was held in Glendale, Arizona, the University of Phoenix Stadium became the largest indoor/outdoor *LOWRIDER* Magazine-sanctioned Super Show anywhere. Once again this state-of-the-art stadium rolled out its enormous football field and then hit the switch to open up the world's biggest retractable moonroof to welcome over 600 custom and classic one-off lowrider creations. Tens of thousands of lowrider fanatics jammed the spectacular arena and were entertained by a huge indoor stage that featured the live performances from The Game, Midnight Star, Baeza, Candy Man, and Baby Bash just to name a few.

There were two huge jumbotron HD video screens as well that captured the indoor hopping contest that displayed the top contenders with charged and sizzling batteries demonstrating their hydraulic equipment's capabilities right in front of the main stage. The Arizona Super Show saw multiple cars debuting; most notably Eric Wisterman's 1962 Impala from Northern California named "Breaking Bad '62". This '62 was the talk of the show with its four Weber 48 IDA carburetors and its television show murals by Alberto Herrera.

After retiring his three-time Bomb of the Year "Inferno," Gene Baer of Cashing, Arizona, debuted a one-of-a-kind 1958 El Camino. What makes this car so special is that Chevrolet didn't

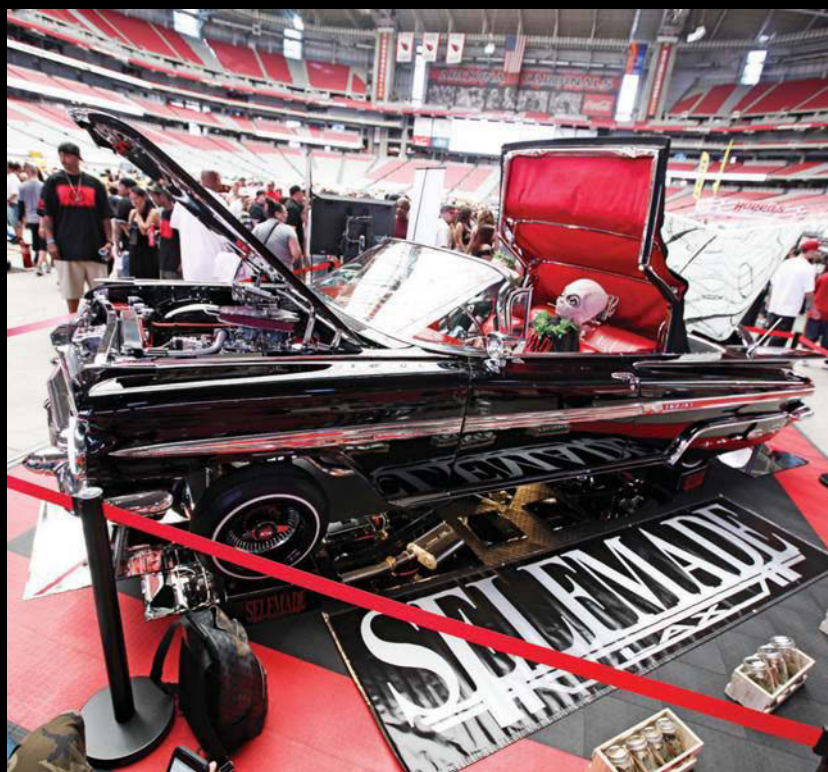






start producing El Caminos until 1959, so Gene took it upon himself to create one out of a 1958 wagon. Self Made Car Club out of Los Angeles broke out with a 1959 convertible Impala named "The Mothership." This black with red interior Impala looked flawless at the show.

The large venue's escalators were running full capacity as usual, bringing hundreds of spectators down inside or up to the outside parts of the Super Show in seconds flat. The outdoor part of the venue was very much entertaining as was the inside, with hundreds of show cars lined up for miles on display, along with vendor booths full of happy customers gathered around. There was too much food and a huge garden with a surplus of cold beer to quench the thirsty crowd.





SUPER STADIUM SHOWDOWN



SOUTHSIDE '57



'58 CAMINO



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Keeping it Real With a Deadly Cutlass

By Volo

Sammie Melton simply grew up in the lowrider life. His parents were lowriders and growing up around that lifestyle only made it right that Sammie took a liking to lowriding bicycles when he was old enough to ride one. By the

time he was old enough to drive at 16 years old, his first car was a classic 1960 Chevy Impala. Since then, he has gone on to own and build quite a few more lowriders, including a Chevy Monte Carlo that was featured in *LOWRIDER* Magazine over a





decade ago.

Sammie says he truly enjoys building cars and he has now passed on this passion to his own kids. It's a lifestyle that his whole family enjoys, spanning at least three generations.

Among one of Sammie's latest projects is a black '83 Oldsmobile Cutlass called, "Assassin." He came across it back in 2002 out in Claremont, California. It only had 29,000 original miles on it and the paperwork to prove it! At first, Sammie would drive it as a daily driver. After a few years, he started to build it into what it is now. In 2009, Sammie considered it done and he's been taking it to car shows and local cruises ever since.

Sammie gives big thanks to his wife for all her help and support with his car builds. He says the Cutlass may be done, but he's already onto his next project ... a 1964 Impala. ■

TECH SPECS

VEHICLE YEAR/MAKE/MODEL:

1983 OLDSMOBILE CUTLASS

VEHICLE NICKNAME:

ASSASSIN

OWNER:

SAMMIE MELTON

CITY/STATE:

BARSTOW, CA

CLUB:

PHARAOHS CAR CLUB (INLAND EMPIRE CHAPTER)

ENGINE:

STOCK V-6

BODY/PAINT:

ROD'S BODY SHOP IN BARSTOW SPRAYED A JET-BLACK FINISH AND MIKE LABERSON OF RIVERSIDE, CA, ADDED SOME FINE LINES OF SILVER LEAFING. SAL ELIAS, ALSO OF RIVERSIDE, AIRBRUSHED AN EYE-CATCHING MURAL ON THE TRUCK LID OF ASSASSIN VIXENS.

SUSPENSION:

ANTHONY FUENTES OF HOMIES HYDRAULICS IN PARAMOUNT, CA, INSTALLED THE CUSTOM HYDRAULIC

SUSPENSION SETUP POWERED BY SIX DEEPCYCLE BATTERIES AND A CHROME WHAMMY TANK. CHROME PLATING BY A&B POLISHING OF MONTCLAIR, CA.

INTERIOR: ELEGANCE AUTO UPHOLSTERY IN UPLAND, CA, WRAPPED THE SEATS IN GRAY AND BLACK LEATHER AND SUEDE. GAUGES WERE MARBLEIZED BY ALBERT DEALBA OF CAL BLAST.

SOUND SYSTEM: JERRY AND JACOB LAZARO OF ALL OUT CUSTOMS IN SAN BERNARDINO, CA, INSTALLED A KENWOOD HEAD UNIT, PIONEER TWEETER AND MID-RANGE SPEAKERS AND A PAIR OF KICKER WOOFERS

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HIS AND HERS RAGS

One for the Gentlemen, Another for the Lady





By Beto Mendoza

Atending a car show as a teenager with his older sister is what made Jose Escalante of Ontario, California, fall in love with the lowrider lifestyle. He developed a passion for the curves of '67 Impalas.

The car shell sat in the backyard at Jose's best friend's house for years, until he built up the courage to fully restore it. Jose had envisioned his dream car before he laid a hand on it. That vision gave him the motivation to tackle the enormous task. "When I finally pulled it out, it had trees and bushes growing all around it and through the engine compartment," he says. His first stop was his uncle's shop. There he used the hoist to pull

the body from the frame. Once it was apart, he began hunting down the countless missing parts. "I didn't have much to start with and with a wife and six kids, I knew it was going to take some time."

Jose had Nefthali Fabela of Ontario assemble his 350 engine. With CFR Performance being from his hometown, Jose decided to load up his '67 with CFR parts that included the dress-up kit, alternator, and numerous other parts. The body was then sent to Empire Collision in Upland, California, where Marco A. Cardenas Jr. handled the bodywork. With the bodywork ready, Arturo Cardenas laid the PPG pale blue with blue flake and blue



MODEL

Ashley Peaches

MAKEUP ARTIST: NIKKI MARIE GARCIA

pearl on the convertible. Jose then took it upon himself to add the murals at his Tricks Art Shop. Mike Lamberson of Draggin Lines in Riverside, California, added candy blue over the silver leafing and dragged lines throughout the '67's curves.

Jose then installed the stereo system by himself and had his friend Ernie Hernandez help him install the ididit wiring kit. Luis Delgado of South Cali Upholstery in Ontario, California, used navy blue, royal blue, and sky blue in custom patterns throughout the interior and trunk. Edgar Engraving and Jaguar Chrome & Polishing added the final touches. Jose's two-year project was nearing completion at the time the *LOWRIDER* Magazine Las Vegas Super Show was coming up. "It was very memorable to see how all the car clubs came together to help me finish the car the night before the show. I didn't sleep that night until the car was loaded on a trailer and ready to debut in Vegas."

With the '67 completed, Jose and his family started attending more car shows. Unfortunately, the car doesn't have enough room to fit the family of eight. "I suggested to my husband that we needed a second lowrider to fit the entire family when we go to shows," explains Gaby Escalante (Jose's wife). "I thought it would be nice for him to ride with the boys and me to ride in a matching convertible with the girls. Needles to say, I didn't have to tell him twice." Jose began the hunt for a second project immediately. Ernie, a friend of the family, found this '68 convertible in Santa Maria, California. "I remember driving it around town the first night they brought it home and how he began the build the very next day." Gaby gave Jose her vision for the '68 and he fulfilled her wishes. Ricardo of Lucky Auto Restoration did the bodywork and prepped the car for paint. Jose painted the car himself. He went with a candy brandywine as it's her favorite color. "I finally got to drive it a year later when it was complete and we now ride to car shows as a family." ■





TECH SPECS

VEHICLE YEAR/MAKE/MODEL:

1967 CHEVROLET IMPALA SS CONVERTIBLE

VEHICLE NICKNAME: MONEY BLUES

OWNER: JOSE ESCALANTE

CITY/STATE: ONTARIO, CA

CLUB: ONTARIO CLASSICS

ENGINE: 350 WITH CFR PERFORMANCE WATER PUMP, FAN, RADIATOR, ALTERNATOR, AND DRESS-UP KIT. CHEVROLET VALVE COVERS, PROCOMP ELECTRONICS INTAKE MANIFOLD/IGNITION, EDELBROCK ENDURASHINE 600 CARBURETOR, MARCH PERFORMANCE REVOLVER BILLET AIR FILTER, BLOCK HUGGER HEADERS, 12-INCH GLASSPACKS, ACCEL WIRES, IDIDIT WIRING KIT, AND YELLOW TOP OPTIMA BATTERY.

BODY/PAINT: PPG PALE BLUE WITH BLUE FLAKE AND BLUE PEARL

SUSPENSION: TWO M&M HYDRAULICS PUMPS, DELTA DUMPS, 10-INCH FRONT CYLINDERS, 12-INCH REAR CYLINDERS, 3-TON COILS, AND FOUR CENTENNIAL BATTERIES. CPP DISC BRAKE KIT/STEERING BOX, PERFORMANCE PLUS MASTER CYLINDER, BOOSTER, PROPORTIONING VALVE. MOLDED A-ARMS FROM CRAZY KUTTING.

INTERIOR: ORIGINAL BUCKET SEATS WITH MULTIPLE BLUE VINYL, DAKOTA DIGITAL GAUGES, AND CFR BILLET STEERING WHEEL

SOUND: PIONEER DECK, HIFONICS AMPS, INFINITY MIDS, AND KICKER 12-INCH SUBWOOFERS

WHEELS/TIRES:

13X7-INCH CROSS-LACED ZENITH / COKER PREMIUM SPORT 5.20S

VEHICLE YEAR/MAKE/MODEL:

1968 CHEVROLET IMPALA CONVERTIBLE

OWNER: GABY ESCALANTE

CITY/STATE: ONTARIO, CA

CLUB: ONTARIO CLASSICS

ENGINE: STOCK 307

BODY/PAINT: HOUSE OF KOLOR SHIMRIM 2/KANDY BRANDYWINE

INTERIOR: GRAY AND CHARCOAL VINYL
SOUND: KENWOOD DECK, HIFONICS AMPLIFIER, KENWOOD MID-RANGE AND 10-INCH KICKER SUBWOOFER

WHEELS/TIRES: 100-SPOKE 13X7-INCH GALAXIE WIRES / TIGER PAWS 155/80/13



OLDIES SFV

Car Show and Concert

By Beto Mendoza

Photos by Takashi Kikuchi



The San Fernando Valley is home to almost 2-million people. "The Valley" as it's known locally, is located north of Los Angeles and surrounded by mountains that cause extreme heat during the summer. Bringing more heat to The Valley is the Oldies San Fernando Valley chapter with their annual car show and concert at the San Fernando High School. Proceeds from the show help purchase new equipment for S.F.H.S.

Gates opened at 10 a.m. and this year's

event featured multiple live performances that included MC Magic, Lighter Shade of Brown, and many others. Along with the musical performances, spectators got the opportunity to meet the team of Repo Radio and the star of *Machete*, Danny Trejo.

Every year the show grows bigger and better, this year over 600 entries registered for the show. Some of the clubs included Majestics, Westside Originals, Viejitos, Low Lites, Stylistics, Klique, One Bad Creation, Chevrolet, and many more. ■







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Carnales Unidos 40th Anniversary

By Richie "Callejero" Chavez



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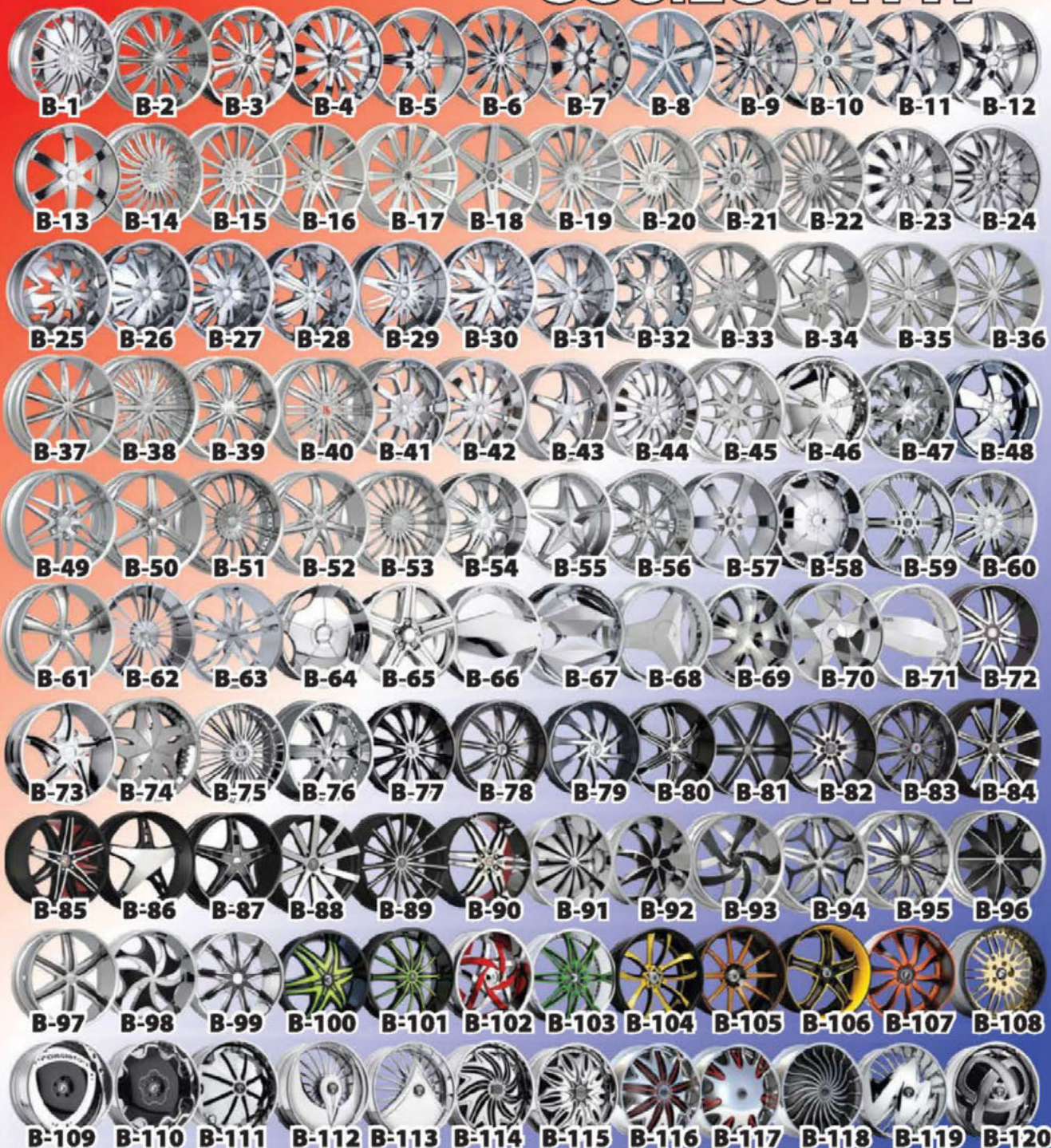


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In the mid '70s a group of young men had a vision of uniting the neighborhoods in Bakersfield, California, with cars being their main focus. It was that focus that led to Carnales Unidos C.C. being formed. We attended their 40th anniversary banquet on April 4 at the Bakersfield County Fairgrounds.

The evening started off with an opening prayer prior to dinner. Carnales Unidos then went on to recognize the clubs and individuals that have supported their many events, giving them a plaque of appreciation. Members from the '70s to the '90s shared stories on how they had charity basketball games at the old East High gym where they played against Bakersfield's Police Department. All the money raised during the event was then donated to the local Boys and Girls Club.

Current club members along with lifetime members received a plaque and were acknowledged for their commitment and sacrifice. Chuy Ponce received a ring for his dedication to the club for more than 10 years. Mickey Jimenez also received a ring honoring his 20 years to the Central California area. Members then presented Harvey Reyes an award for his 40 years of loyalty to the club.

We were honored to attend the event and like one of the original members stated, "We were always trying to be the best at everything that we did. I also learned that when a group of 15 to 25 young men are committed to something, working together, and have a common purpose, you can accomplish a lot." ■



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45TH CHICANO PARK DAY

San Diego Celebration in Historic Park



By Beto Mendoza
Photos by Beto Mendoza and Saul Vargas

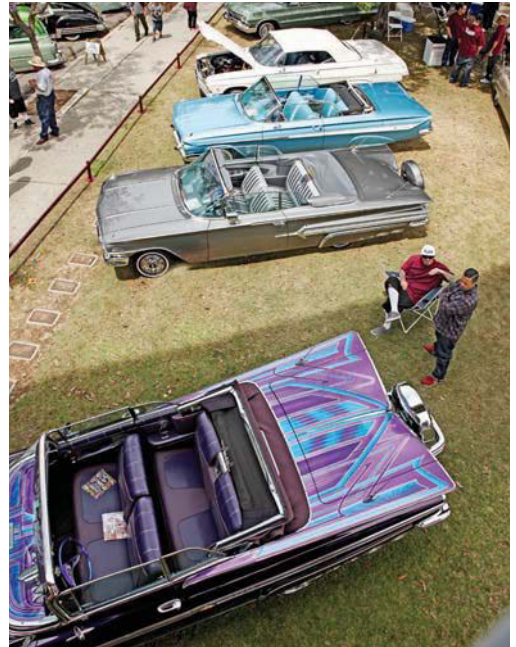


On Saturday, April 25, 2015 the city of San Diego celebrated the 45th Chicano Park Day. The historic park is located south of downtown San Diego, under the San Diego-Coronado Bridge. I've heard about the Chicano Park celebration for many years, but was never able to make it until this weekend. As soon as we took the Cesar E. Chavez Parkway exit off I-5, we could see a large crowd walking toward Chicano Park. Spectators took advantage of the free entry and brought out their entire family to enjoy the day's events that included traditional music, dance, live bands, guest speakers, a kids art workshop, and of course lowriders.

Viejitos car club had a sea of bombs at the northern entrance of the park. They had every style and year of bomb, but the one that stood out was Johnny B. Good's 1936 Packard convertible. The extremely rare bomb sat on the floor and its luxurious grille was highlighted in between a pair of '57 Bel Airs.

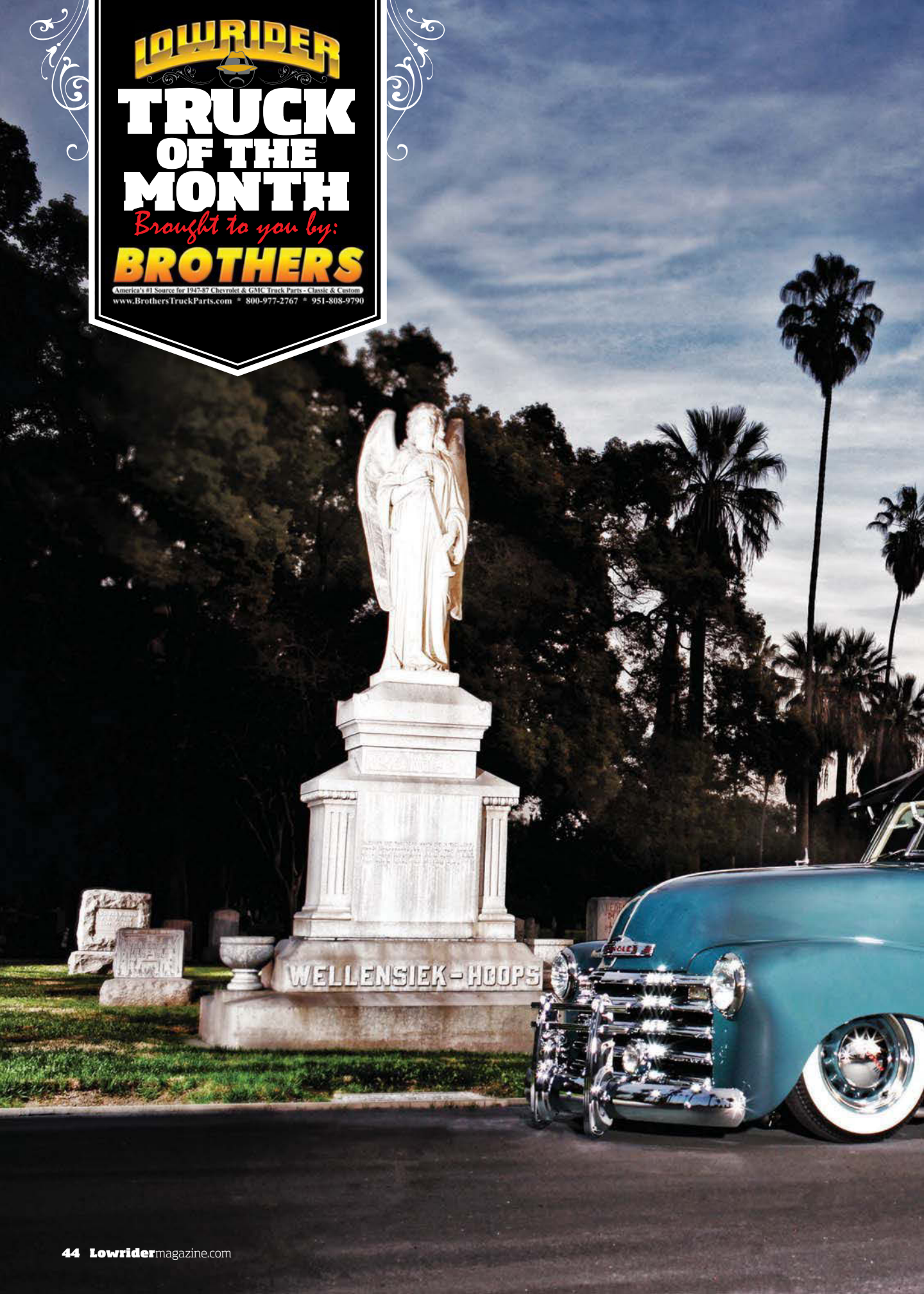
Klique car club was also in full effect at the show. They were posted up in their usual picnic table area, surrounded by their high-caliber cars. On the southern end of Chicano Park, the Majestics were all together at the first house after passing Chicano Park and this year's celebration reached past the house. They had a DJ setup, tables under canopies, a large barbeque area, and their own port-a-potties. Since they were technically on their own property, they didn't have to worry about the strict alcohol laws that were being enforced in the park.

I'd like to thank all the San Diego car clubs for making my first Chicano Park Day a memorable one and we will see everyone next year.



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LAI TO REST

Slammed in Pomona

By Beto Mendoza





TECH SPECS

VEHICLE YEAR/MAKE/

MODEL: 1949 CHEVROLET
PICKUP

VEHICLE NICKNAME: LAID
TO REST

OWNER: ALEX RODRIGUEZ

CITY/STATE: POMONA, CA

ENGINE: 1958 CHEVY SIX-
CYLINDER WITH A THREE-SPEED
TRANSMISSION, ROCHESTER
CARBURETOR, FENTON HEADERS,
ALUMINUM RADIATOR, AND
STRAIGHT-PIPE EXHAUST

BODY/PAINT: ALEX
RODRIGUEZ PREPPED THE BODY
BEFORE USING CUSTOM DUPONT
TEAL/BLEU/GREEN FOR THE
PAINTJOB

SUSPENSION: A MUSTANG
II FRONT SUSPENSION FROM TCI
AND 1961 TRUCK REAR END WERE
ADDED BEFORE INSTALLING
THE FIRESTONE AIRBAGS AND
GOODYEAR REAR SHOCKS

INTERIOR: STOCK

WHEELS/TIRES: 15-INCH
ARTILLERIES / FIRESTONE 560S



Alex Rodriguez's grandmother used to own a bakery in East L.A. A nearby college held regular car shows and he and his brother would always go and check out what showed up. That's when they began to also talk about fixing up their own rides one day.

Alex began working at an automotive production shop when he was 16, called In and Out in Los Angeles...no not the fast food place. He began by detailing the cars, but he was eager to learn more so he would hang out at the shop after work and would go in on the weekends just so he could learn from how it worked. "I didn't go school, I learned everything there." Alex then went through some difficult times that included losing his brother. Over a decade had passed before he began working on cars again.

"I got a job at a body shop, but everything had changed. From the way of doing things to the types of products used. I had to reteach

myself the new techniques and use the new products." Luckily for him, it didn't take him long to pick everything up again.

He bought this truck from a friend in Sacramento, California, who got the truck as payment for some electrical work that he did and offered it to Alex for \$1,600. Alex and his friend Joe Gutierrez from Whittier, California, drove up and back in the rain to pick up the truck. The truck was in rough condition with the cab, rear fenders, frame, and the engine being the only things that were salvageable.

He tore it down in February and completed it in August of the same year. This 1949 pickup made its debut at the 2015 Grand National Roadster Show in Pomona and caught everyone's attention with its flawless body laid on the floor. This is Alex's second feature, the first (a 1939 Chevy Coupe) was featured in 2013 and we will now wait and see if he builds a third pavement-kissing classic. ■

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PURPLE REIN

Who Wouldn't be King of the Road
in this '79 Le Cabriolet?

By Phil Schwartz

Photos by Beto Mendoza



MODEL

Ava Marie

MAKEUP BY: LIZA MACAWILI
WARDROBE: KANDYSHOPBIKINIS.COM



Cadillac Le Cabriolets sort of marked the end of an era. Extravagance and large-body cars were losing out to tighter regulations, more economical cars, and the rising price of fuel. Most regard Cadillacs as the kings of the road and if you had the scratch to be able to afford one of these convertibles back in the day, you certainly had money to burn. It's increasingly rare to see many that didn't end up in the wrecking yard. Thankfully Eduardo Gonzalez was able to save one from the scrapheap.

After seeing a similar car that a friend owned, Eduardo decided that this was the car for him – if he could ever find or afford one. Thankfully after searching enough he found one on Craigslist, and get this...his dad decided to pick up the tab for him as a present. Now that finding his car became a reality, tracking down parts and deciding on modifications became the next order of business.

It still retains its 425ci powerplant and trans. Juice for the hydros is doled out through a double whammy Pro Hopper pump, Pro Hopper dumps, four solenoids, 8-inch cylinders in front, and 10-inchers in the back. Work was done by Camino Real Collision Center in Pico Rivera, California. Four AC Delco batteries bring everything to life, including the Sony stereo system with two 6x9s in back and 5¼s in front. It's all rolling on 100-spoke 13-inch Dayton's with 5.20 Premium Sportways.

Inside, the dash has been decked out with '90s Cadillac digital gauges. California Upholstery in Bell, California, recovered the original seats in leather and suede in purple and blue to mimic a 2008 DTS pattern. A Nardi Torino wheel completes the package.

After experimenting with a few different colors including red, Eduardo and



**“MOST REGARD
CADILLACS AS THE KINGS OF
THE ROAD AND IF YOU HAD THE
SCRATCH TO BE ABLE TO AFFORD ONE
OF THESE CONVERTIBLES BACK IN THE DAY,
YOU CERTAINLY HAD MONEY TO BURN...”**





his fellow club members discussed things and decided to go with the bluish purple you see here, which is actually House of Kolors Cobalt Blue. The paint was laid down by Georgie "G.L.A" Gomez. Danny D added the pinstriping and additional accessories include Fleetwood chrome rockers and shaved keyholes.

After five years or so, Eduardo finally got his dream car on the road and future plans may call for detailing the trunk, hood, and undercarriage a bit more, but for now this rolling royalty is out reining the freeway once again. Eduardo thanks his Lifestyle club and close friends for helping him with the build, his wife Teresa, parents, and four daughters who supported him in the build. ■





TECH SPECS

VEHICLE YEAR/MAKE/MODEL: 1979 CADILLAC LE CABRIOLET
VEHICLE NICKNAME: BORN TO MAC
OWNER: EDUARDO GONZALEZ
CITY/STATE: LOS ANGELES, CA
CLUB: LIFESTYLE
ENGINE: STOCK 425 V-8 AND

AUTOMATIC TRANS
BODY/PAINT: HOUSE OF KOLOR COBALT BLUE, SHAVED KEYHOLES, FLEETWOOD ROCKERS, PINSTRIPING BY DANNY D
SUSPENSION: PRO HOPPERS PUMP AND DUMPS, FOUR SOLENOIDS, FOUR SWITCHES, FOUR ACDELCO BATTERIES, 8-INCH CYLINDERS

FRONT, 10-INCH CYLINDERS BACK
INTERIOR: SUEDE AND LEATHER BY CALIFORNIA UPHOLSTERY
SOUND SYSTEM: SONY
WHEELS/TIRES: 13X7 100-SPOKE DAYTONS / PREMIUM SPORTWAY 5.20S



Since his first ride, Dai Nunokawa of Japan has been into lowriders. "When I first started building rides I used to import *LOWRIDER* Magazine and it was my only source of instructional material to build cars. There weren't any other means

of getting information like there is today, so I truly appreciate the opportunity to be featured in the magazine as I've had respect for a very long period of time."

Through the years, Dai has built multiple cars, but once he reached his 30s he wanted

to build something that he could enjoy with his family. He decided on a 2007 Chevrolet Avalanche. He took it to KTC in Ibaraki, Japan, where they added multiple modifications, such as removing the door pillars, adding suicide rear doors, and moving the rear door

JAPANESE GOLD

An Avalanche
From the Land of
the Rising Sun



By Beto Mendoza

handles to the front, adding a wide body, rag top, and extending the bumpers.

Hammar Design then sprayed a House of Kolor sunrise pearl base with candy gold before adding pinstriping and gold leafing. With the body and paint completed, the

Avalanche head over to 666666 (Six by Six) in Gunma, Japan, to get a custom interior and a massive sound system by Claire in Niigata, Japan. Seek in Ibaraki, Japan, installed four Viar 408Cs to tuck the 32-inch Asanti wheels.

"I just hope that my vision for the truck is well received by the many readers and fans of your magazine and in hopes of being able to send a slight message that Japan is going strong, even after going through some rough times." ■



TECH SPECS

MODEL: 2007 CHEVROLET AVALANCHE

VEHICLE NICKNAME: EL LEVIVAL

OWNER: DAI NUNOKAWA

CITY/STATE: JAPAN

CLUB: DOPE FELLOWS

ENGINE: 5.3 V-8 WITH CUSTOM GIBSON EXHAUST AND A YELLOW TOP OPTIMA BATTERY

BODY/PAINT: SOME OF THE BODY MODIFICATIONS INCLUDE SUICIDE DOORS, WIDE BODY, PILLARLESS, EXTENDED BUMPERS AND SLINGING RAG BY KTC IN IBARAKI, JAPAN. HAMMAR DESIGN AT KTC USED HOUSE OF KOLOR SUNRISE PEARL BASE AND CANDY GOLD BEFORE ADDING GOLD LEAF, PINSTRIPING, AND A MURAL.

SUSPENSION: SEEK IN IBARAKI, JAPAN INSTALLED THE FOUR VIAIR 480C SETUP

INTERIOR: 666666 (SIX BY SIX) IN GUNMA, JAPAN, USED GENUINE LEATHER, ELEPHANT SKIN, STINGRAY SKIN AND SUEDE FOR THE CUSTOM INTERIOR. THE INTERIOR ALSO FEATURES BILLET TRIM, DAKOTA GAUGES, CUSTOM DOOR PANELS, AND A CUSTOM CENTER CONSOLE.

SOUND: CLAIRE IN NIIGATA, JAPAN, INSTALLED THE PIONEER HEAD UNIT, SIX ROCKFORD FOSGATE 1.5-INCH TWEETERS, SIX ROCKFORD FOSGATE 8-INCH MIDS, SINGLE ROCKFORD FOSGATE 15-INCH 2,000-WATT SUBWOOFER, AND FOUR ROCKFORD FOSGATE 600W AMPS

WHEELS/TIRES: 32-INCH ASANTI AF151 WHEELS / 305/25R32 LEXANI TIRES.



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MANDO'S ROAD KING

2001 Harley-Davidson

By Beto Mendoza



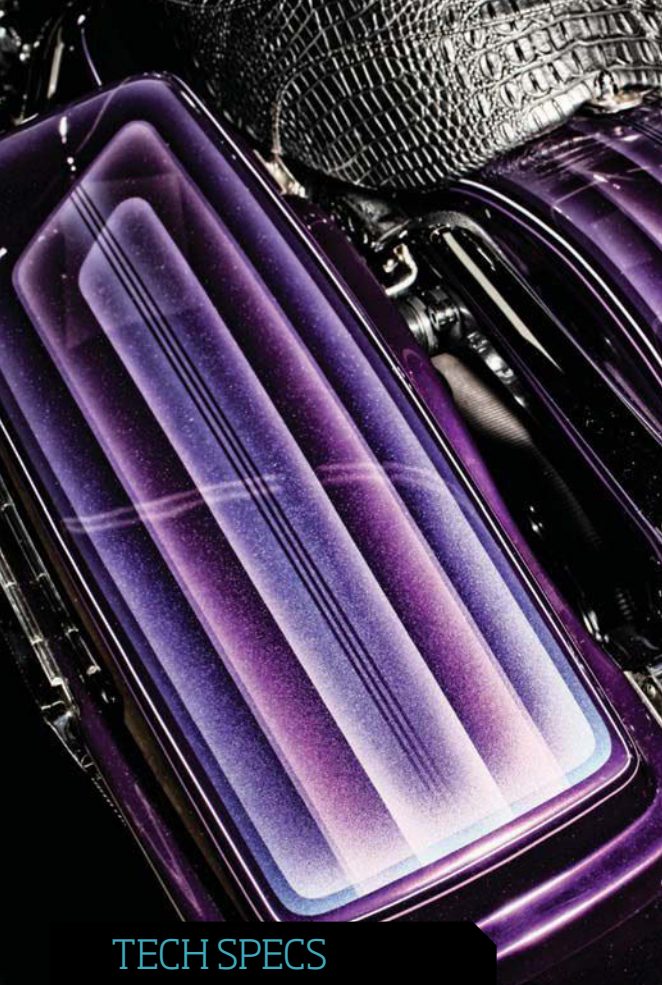


Big Mando from SouthSide CC found this 2001 Harley-Davidson Road King on Craigslist about a year ago. This isn't his first Harley, Big Mando has been riding ever since his club started up. Big Mando, the president and founder of SouthSide Car Club, has been running the club since its start in 1994. "I've been riding Harleys since before the club started and since we started the club we've had Harleys in our lineup."

Big Mando's lowriding roots can be traced back to the early '80s. "SouthSide Harley-Davidson is not a club or anything like that. Me and a few of the guys just got a few jackets done, but it's still part of SouthSide Car Club."

After installing a cam, Big Mando added diamond-cut to the motor, loaded it with Performance Machine accessories, 18-inch ape hangers, and an alligator seat. The all-pearl paintjob was done at SouthSide Customs USA and Willie Olea did all the patterns and fades, while Curly's Pinstriping in Paramount, California, added the striping.

Mando would like to thank all the guys for always supporting him. ■



TECH SPECS

Vehicle Year/Make/Model:

2001 Harley-Davidson Road King

Vehicle Nickname: SouthSide Road King

Owner: Big Mando

City/State: Los Angeles, CA

Club: South Side

Engine: The stock 1449 cc, four-stroke, V-Twin received the diamond cut treatment, a cam, Merc air cleaner from Performance Machine and Bassani pipes

Body/Paint: The bags were stretched 3 inches, headwinds front lights and multiple Performance Machine accessories such as fork legs, bag latches, kickstand, levers, and floorboards were added. Willie Olea of SouthSide Customs USA added the all pearl paintjob, patterns, and fades, while Curley's Pinstriping in Paramount, CA, added the pinstriping.

Interior: Alligator seat

Wheels/Tires: Ridewright Fat 50 with Diamond Spokes / Shinko SR777



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Art Laboe

Riding the Airwaves for Seven Decades and Counting

By Volo

When it comes to music, it seems only fitting that the lowriding men, women, and children have a liking for those oldies but goodies. Lowriding itself, after all, has been around for decades and many of the cars we see were originally built in the '40s, '50s, and '60s. These rides have been carefully restored to like-new status, ready to cruise the boulevards in the evening hours just as tradition has had it for decades. Following a similar tradition, at least three generations of lowriders from East Los Angeles have cruised the infamous Whittier Boulevard, tuning in their car stereos to hear Mr. Art Laboe over the radio.

Born in the 1920s in Salt Lake City, Utah, Art Laboe's mother was a maid and his father a smelter. As the family took on The Great Depression of the 1930s, times definitely did become very difficult, however, it brought on an opportunity for the family to move to Los Angeles – the city that would eventually bring Art worldwide fame and would serve as his home from then to this present day.

Graduating George Washington High School at the age of 16 in the summer of 1942, Art went on to serve in the U.S. Navy during World War II, particularly as a radio officer for PanAm's Latin American division based in Miami, Florida. Art's service brought him great experience with the technical and commercial aspects of radio and it earned him a coveted FCC-cleared first class radio license.

Shortly after returning to Los Angeles, Art recalls stopping by the radio station, KSAN 1450 AM, looking for a job. He simply walked in and asked the receptionist for the manager. The receptionist directed Art to the manager's office and when he walked in, the manager did not seem too interested in speaking to Art. The manager's first question was, "Who let you in here?" Art explained he was just looking for a job and the manager basically said, "Kid, we have no job here for you unless you have an FCC-cleared first class license." Art proudly pulled out his license and

showed it to the manager. After an initial moment of disbelief, the manager offered Art a job on the spot!

It was that moment that seemed to change Art's life forever, bringing what would become a lifelong career in radio. To this day, Art has been on commercial radio for 72 years – longer than anybody. During his on-air experience, Art has been playing just about every genre of music there is from big band and country to the first stages of R&B in the early '50s. Although not officially inducted, Art is a part of the Rock & Roll Hall of Fame. Art was officially inducted in the Radio Hall of Fame in Chicago in 2012 and Art was one of the famous celebrities to receive a star on the Hollywood Walk of Fame near the corner of Hollywood and Highland. Art was also the first non-Hispanic recipient of the Impact Award from the National Hispanic Media Coalition.

So why is Art Laboe so popular among the lowrider crowd? Art believes it started in the mid '50s when he did his first "Oldies But Goodies" concert at the El Monte American Legion Stadium in the East Los Angeles area. Of course the area was predominantly Latino, as is *LOWRIDER Magazine's* readership, but it was Art's ability to coordinate concert appearances of popular artists at the time. The Clovers, Big Joe Turner, and Bruce Brown were just some of the many artists who played to the concertgoers. Art also cites the old "Lovelines" section that used to be in *LOWRIDER Magazine* for many years (the section was for readers to make love dedications to each other) and he compares it





Art Laboe...always an oldie but goodie.



to the popular part of his radio show where he reads dedications over air. Art says Latinos are always big on dedications!

Art's on-air presence and his personal appearances for concerts and community events have definitely put him on the map. It wasn't uncommon for Art to do a plethora of charity shows and give away scholarships in the Latino community in the L.A. area. Art was even the only non-Latino grand marshal for the East Los Angeles parade!

Looking back at his career thus far, Art has had so many great experiences. He has made friends with people like Dick Clark, and Les Paul, the inventor of the electric guitar. He has been able to bring the joy of music to millions of people over the radio waves and in his concerts. Even to this day, Art still coordinates numerous concerts throughout the year

bringing together popular R&B singers and bands from back in the day.

His radio show, "Art Laboe Connection," is still going strong airing over a dozen stations in the Southwest U.S. from San Diego to Las Vegas to Albuquerque. The show also broadcasts six nights a week worldwide online at KOK094.com. Art may be about 90 years old, but as you can see, there is no slowing him down! Somehow, he is finding time to write an autobiography. The book, which will be available soon, promises to give interesting details in Art's career voyage.

Art says he plans on continuing to do his radio show and concerts, but when that day comes where he is no longer on this earth, he says you can best believe that he'll be throwing concerts up above with all the late artists. ■



ART LABOE CONNECTION RADIO STATION AFFILIATES AND SHOW BROADCAST TIMES

(STATION LOCAL TIME):

**THE ENTIRE SHOW
AIRS MONDAY THROUGH FRIDAY,
7 P.M. TO MIDNIGHT AND SUNDAY
6 P.M. TO MIDNIGHT PACIFIC TIME
WORLDWIDE ON KOK094.COM.**

**KOKO 94.3 FRESNO, CA,
(A STATION OWNED BY ART LABOE):**
Monday through Friday 7 p.m. to midnight and
Sunday 6 p.m. to midnight, also heard with
KOK094.3 Android app (and hopefully iPhone app
by time this prints).

KDUC 94.3 THE DUCK BARSTOW, CA:
Monday through Thursday 8 p.m. to midnight,
Friday 9:30 p.m. to midnight and Sunday 6 p.m. to
midnight, also heard on Tune In radio app.

KISV HOT 94.1 BAKERSFIELD, CA:
Monday through Thursday 10 p.m. to midnight
and Sunday 6 p.m. to midnight, also heard on
Tune In radio app.

**KPAT 95.7 THE BEAT
SANTA MARIA, CA:**
Monday through Thursday 10 p.m. to midnight
and Sunday 6 p.m. to midnight, also heard on
Tune In radio app.

KAJM MEGA 104.3 PHOENIX, AZ:
Monday through Thursday 10 p.m. to midnight
and Sunday 7 p.m. to midnight, also heard on
Tune In radio app.

**KOCP OLD SCHOOL 95.9
OXNARD-VENTURA-CAMARILLO, CA:**
Monday through Friday 9 p.m. to midnight and
Sunday 6 p.m. to midnight.

**KQAV OLD SCHOOL 93.5 PALMDALE-
LANCASTER-ANTELOPE VALLEY, CA:**
Monday through Friday 9 p.m. to midnight and
Sunday 6 p.m. to midnight.

**KQIE OLD SCHOOL 104.7 RIVERSIDE-
SAN BERNARDINO-REDLANDS, CA:**
Monday through Friday 9 p.m. to midnight.

**KOAS OLD SCHOOL
105.7 LAS VEGAS, NV:**
Sunday 6 p.m. to midnight, also heard on
iRadioNow app.

KXEW RADIO TEJANO 1600 AM:
Sunday 6 p.m. to midnight, also heard nationwide
on iHeartRadio.

KABG BIG 98.5 ALBUQUERQUE:
Sunday 6 p.m. to midnight, also heard on Tune In
radio app.

KFYZ 294.5 SANTA BARBARA, CA:
Sunday 6 p.m. to midnight.

XHRM MAGIC 92.5 SAN DIEGO, CA:
Sunday 8 p.m. to 10 p.m., also heard on
Tune In radio app.

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BIKE: 1999 16-INCH LOWRIDER BIKE FRAME

BIKE NICKNAME: MI ESPERANZA

OWNER: GABRIEL "G-MAN" UREÑO

CAR CLUB: TIEMPO BIKE CLUB

CITY: LAS VEGAS, NV

UPHOLSTERY: WICHO OF LAS VEGAS, NV, SEWED THE VARIOUS SHADES OF ORANGES INTO DIAMOND TUCK PATTERNS

BODY/PAINT: JOEY ESCOBAR SPRAYED MULTIPLE PATTERNS OF CANDY ORANGE PAINT WITH LUIS "SWIGS" GUTIERREZ AND ZACK FELIX COMING TOGETHER TO LAY DOWN THE VARIOUS PINSTRIPING COLOR COMBINATIONS

WHEELS/TIRES: ALL CHROME WIRE SPOKE WHEELS WITH CUSTOM GOLD LEAFED WHITEWALLS

A Lowrider Bike He Couldn't Refuse

By Hector Leyva

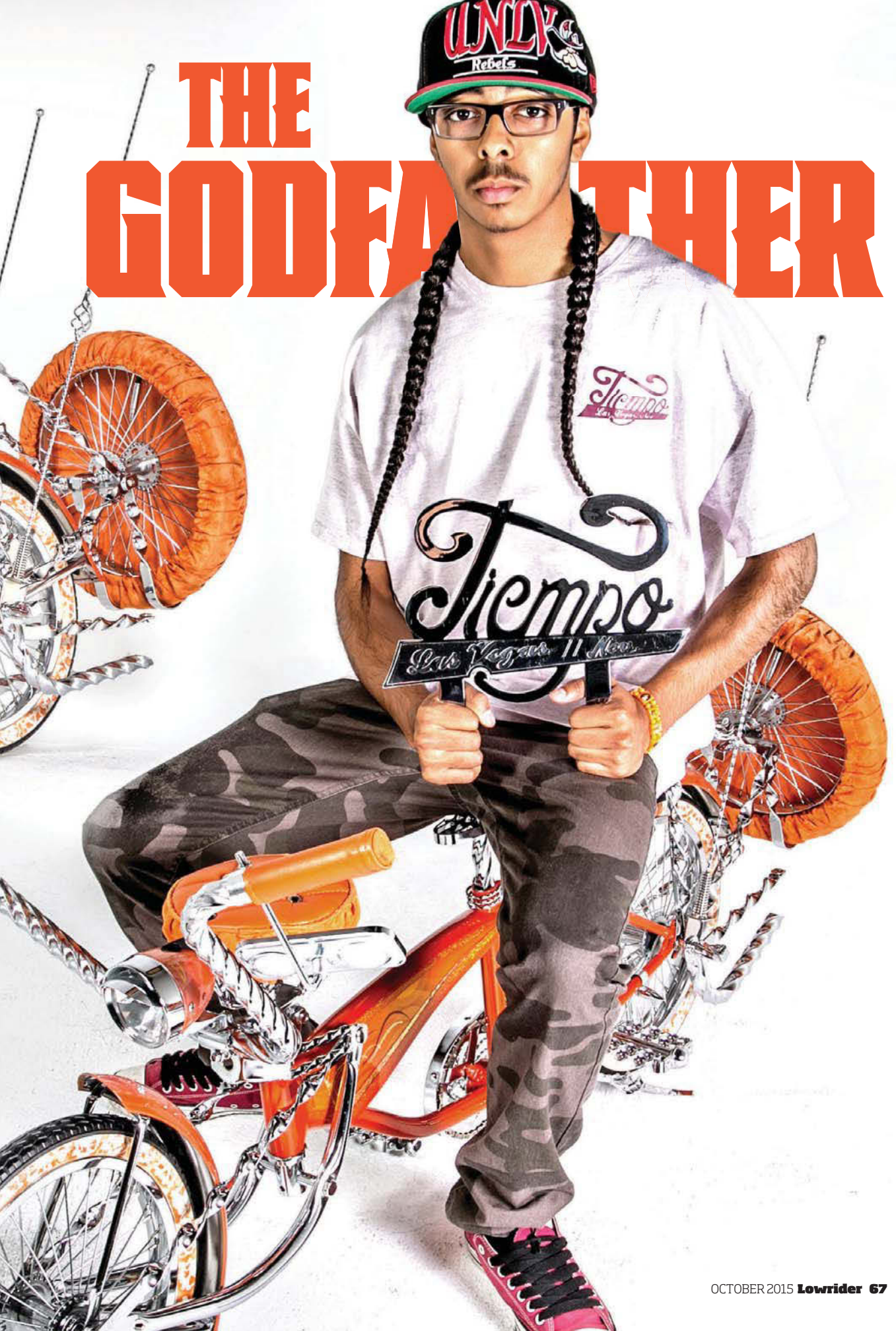
It's up to all of us to keep this lowriding lifestyle going. For most, our culture and traditions continue to be passed down from generation to generation. This is exactly what Martin Parra of Pachucos Car Club did when he decided to give his godson a brand-new lowrider bike. Little did Gabriel Ureño know the influence his godfather's gesture would have on him.

With lessons learned from his grandmother, such as making sacrifices and how to save his money, and with help from his family, Gabriel was off to complete his full custom bike, "Mi Esperanza." Gabriel and longtime friend, Joey Escobar, completed the metalwork and sprayed the bike's signature Sunburst Orange House of Kolor candy paintjob.

Then it was off to Felix Designs where Zack Felix and Luis "Swigs" Gutierrez would come together to lay down a dazzling combination of tape shades, gold leafing, and pinstriping accents with Cosme Lojero creating the custom airbrushed mural found on the seat. Wicho of Las Vegas, Nevada, would sew and stitch an array of old-school diamond tuck patterns into various shades of oranges serving as a steering wheel, seat, and custom continental kit cover.

With another custom lowrider bike already in the works, Gabriel thanks his godfather, whose gesture would transform his childhood and eventually lead him to join Tiempo Bike Club of Las Vegas...down a path filled with car shows, awards, and lowriding recognition. ■

THE GODFATHER



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CLASSIFICATION: ☐ ORIGINAL ☐ STREET CUSTOM ☐ MILD CUSTOM ☐ SEMI-CUSTOM ☐ FULL-CUSTOM ☐ RADICAL

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CLUB AFFILIATION: _____ VEHICLE NICKNAME: _____

TYPE PAINT: _____ UPHOLSTERY: _____

CHECK THE FOLLOWING TO BE DISPLAYED: ☐ TRUNK ☐ ENGINE ☐ UNDERCARRIAGE ☐ 20X20 WHY? _____

ELECTRICITY* ☐ YES ☐ NO *AN EXTRA ELECTRICITY FEE WILL BE REQUIRED

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FEES: Entry fees are non-refundable unless entry is refused by LOWRIDER EVENTS "No Shows" are eligible for one (1) Ticket only which must be accompanied by ID.

LIABILITY: By signing this application, entrant for and on behalf of himself/herself and his/her respective heirs, companies, partnerships, corporations, consultants, agents, advisors, fiduciaries, management personnel, executors, personal representatives, administrators, insurers, trustee, successors, assigns, switchmen and all owners and operators of the car, truck, van, bike and/or motorcycle (collectively, "Vehicle") entered hereunder (collectively, the "Indemnifying Party") agrees to defend, indemnify and hold harmless THE ENTHUSIAST NETWORK, Inc., its subsidiaries, affiliates, divisions and its and their respective present, former and future officers, directors, shareholders, board members, management personnel, consultants, advisors, predecessors, parents, representatives, servants, holding companies, employees, attorneys, agents, contractors, subcontractors, representatives, insurers, fiduciaries, successors and assigns including, but not limited to, LOWRIDER EVENTS, LOWRIDER MAGAZINE, THE ENTHUSIAST NETWORK, Inc., all event sponsors and owners and operators of the event facility (collective, the "Indemnified Party") from and against any and all damages, claims, liabilities, judgments, fines, penalties, expenses (including reasonable attorney's fees and costs) and losses (collectively, "Claims") arising out of or in connection with (a) a breach by the Indemnifying Party of any rule, regulation, requirement, term, warranty, covenant, representation or condition contained in this application and/or in the 2015 Official Rules ("Rule Book") and (b) damage to tangible personal property, for personal injury and/or death proximately caused by the negligence or willful misconduct of the Indemnifying Party. The Indemnifying Party further agrees to accept any and all responsibility and liability for the risk of loss, damage, destruction and injury (including death) to his/her person, the Vehicle, displays and all other personal property and related items belonging to him/her and/or which are in his/her care, custody, possession or control before, during and after the show and hereby fully and voluntarily assumes all such risks and for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, releases the Indemnified Party from any and all Claims arising out of or in connection therewith. Entrant further acknowledges, affirms and represents that he/she has obtained any and all necessary consents, waivers, releases and authorizations required to execute and enter into this application on behalf of and bind each and every Indemnifying Party hereto. This application and the Rule Book (collectively "Application") shall be governed by and interpreted in accordance with the laws of the State of California, without reference to or application of principles of choice of law. In any proceeding arising from or related to the enforcement and/or interpretation of this Application, the Indemnified Party as prevailing party shall be entitled to recover its costs, which includes reasonable attorneys' fees, against the non-prevailing party. No modification, alteration, waiver or change in any of the terms of this Application shall be valid or binding upon the Indemnified Party unless made in writing and duly executed by the Indemnified Party from whom a waiver is sought. The provisions of this Application shall be severable, and if any of them are held invalid or unenforceable for any reason, such provision shall be adjusted to the minimum extent necessary to cure such invalidity. The invalidity or unenforceability of one provision shall not affect any other.

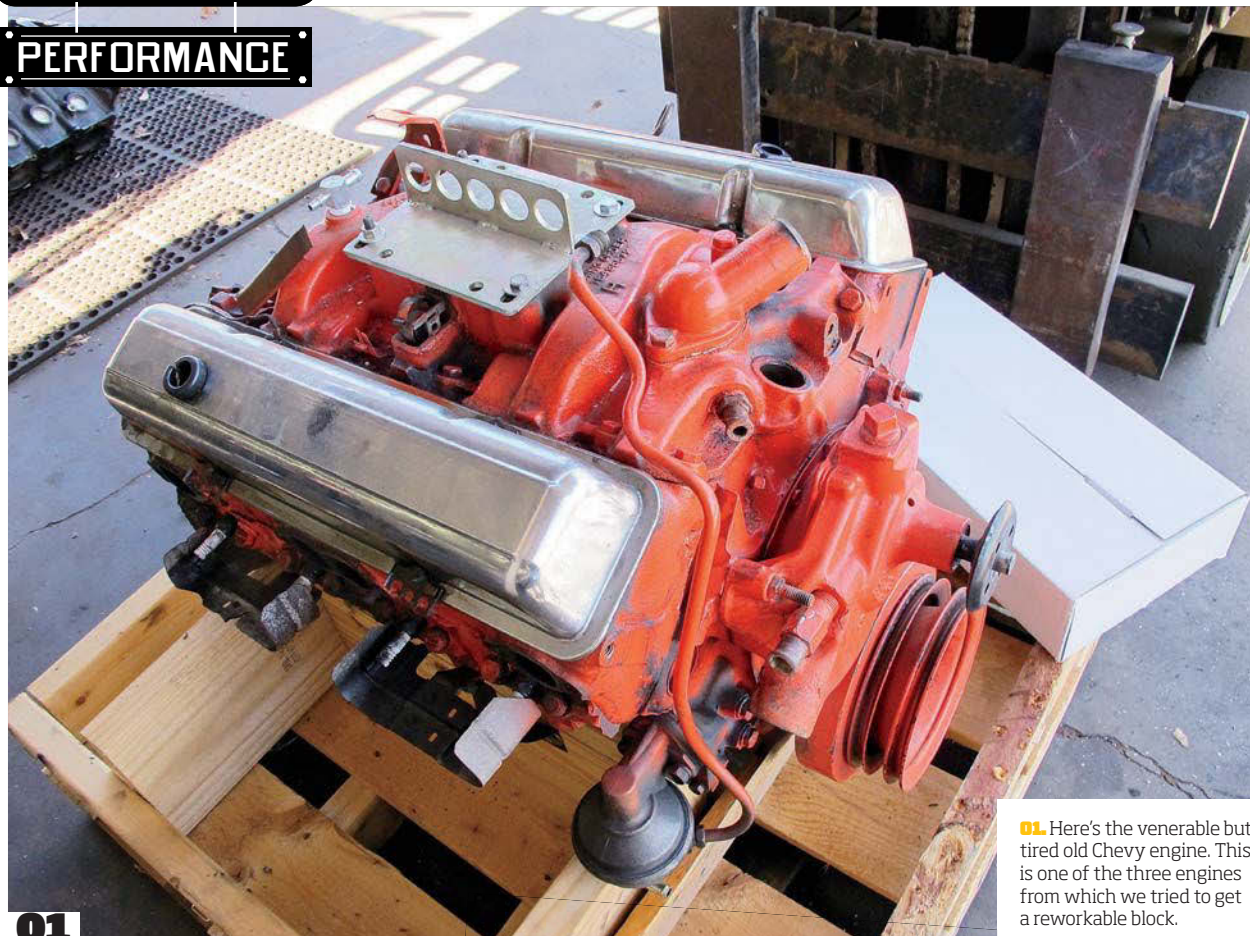
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AGREED TO AND ACCEPTED:

PRINT NAME: _____ SIGN NAME: _____ DATE: _____



01. Here's the venerable but tired old Chevy engine. This is one of the three engines from which we tried to get a reworkable block.

01

By Steven Rupp

REINCARNATION

WE BREATHE NEW LIFE INTO AN OLD SMALL-BLOCK WITH A FEW BUDGET FRIENDLY AFTERMARKET PARTS.

These days, recycling is all the rage. Airplanes get ground up and turned into beer cans, which eventually get melted down and formed into some other widget we just can't live without. In a way, the classic lowrider is one of the "greenest" hobbies out there. We take old, worn-out junk and rebuild it into functioning stuff. This is especially true of engines. Sometimes it's an old crank that's cleaned up and put to use again, or maybe it's a discarded engine block left to gather dust in the back of a shop. Whatever it is, the whole concept of turning trash into treasure is what drives our hobby.

The nexus for this story was a '72 Caprice Classic with a very tired 350. It was just worn out and gutless. Our first idea was to yank out the engine, but the owner didn't want to

rebuild it since it was numbers-matching to the car. Fair enough, but he soon found out that finding a decent early block is harder than it seems. The first one he bought off of Craigslist looked decent, but when we popped off the heads we found it was already 0.060 over. The next one had a cracked cylinder. Strike two. At that point he decided to rebuild his existing engine, but bad luck struck again. It had been rebuilt at some point and was already 0.030- over. Compound that with the fact that at some point water had leaked into the cylinder and pitted the walls pretty bad. Strike three. Our machine shop took pity on us and found a block we could go 0.040 on, and with that, we were back on track. In hindsight, we would have been better off buying a remanufactured block through

Summit for around \$700. Hey, at least we had a sizeable supply of stock cranks and rods to pick from.

We also wanted to try out Summit's new line of affordable aluminum heads. The cost of cylinder heads can quickly consume the lion's share of any engine building budget, so finding some affordable choices, which still make good power, really helps to keep the costs down. Also, keep in mind that you could build this engine less expensively if you opted not to use new ARP fasteners and "unnecessary" bits like a new oil pan. But those items only totaled a few hundred bucks and we think they add both to the aesthetics of the engine and its durability. To make sure we did it right we hauled all the parts over to Don Lee Auto, in Rancho Cucamonga, California. ■



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Spark Plugs

TECH TIP of THE MONTH

ADD SOME SPARK INTO YOUR CLASSIC'S LIFE!

If your vehicle suffers from misfires, hard starts, increased emissions, and poor fuel economy, then it's time to change out your spark plugs. This month's E3 tech tip takes you through a step-by-step, do-it-yourself spark plug replacement.

1. On most vehicles, it is also wise to replace your spark plug wires at the same time as your spark plugs.

2. If you plan to keep your original wire set, take the time to label each spark plug wire with masking tape and a marker so you don't mix your wires up.

3. Remove each spark plug wire by pulling the caps to avoid breaking the wires as they become brittle sometimes from engine heat.

4. Check your vehicle repair guide to determine the necessary socket size and the correct gap for your spark plugs.

5. Be sure to use a spark plug socket with an internal gasket. This will grip the spark plug so you won't drop it during removal or installation.

6. Examine your spark plugs after you remove them for signs of mechanical problems. Also, be careful not to allow dirt or other foreign materials to fall into the cylinder head when your spark plugs are removed.

7. If you have an aluminum engine, you should use an antiseize lubricant on the spark plug threads to prevent a negative reaction between the two different metals.

8. Use a torque wrench to install your new E3 spark plugs and tighten to the specifications given in your vehicle's repair guide if possible. E3 Spark Plugs are prepped at the factory to meet O.E. requirements.

9. If you are replacing your spark plug wires, consult your vehicle's repair guide for a wiring diagram. You must be sure to connect each wire to the proper place on both the distributor cap and the cylinder head.

10. Use a dielectric silicone compound on the inside of each spark plug wire boot to ease removal in the future. Connect the spark plug wire boots to complete the job.

Now that you will notice your vehicle's improved performance, know that E3's DiamondFire edge-to-edge electrode provides maximum performance with increased efficiency and a faster, more complete burn.

Visit www.e3sparkplugs.com.



02



03



04



05



06



07



08



09

TECH PROJECT

02. This one ended up already being bored 0.060 over, so it was only good for scrap metal or possibly a fashionable coffee table. Of the other two, one had a crack and the other water corrosion. In hindsight, we would have been better off buying one of Summit's ready-to-go remanufactured blocks. Lesson learned.

03. The good news was we were able to put together a nice set of stock rods that only needed minimal machine work.

04. Our machine shop, Rancho Machine, found a block "out back" that we were able to work over. It only cost us \$50 for the core and we spent another \$500 on all the machine work, such as line honing, cleaning, and taking the cylinders out to 4.040-inch. Given our modest power goals, the two-bolt mains will be more than sufficient.

05. We would've preferred to go 0.030 over, but 0.040 isn't bad since it still lets us go to 0.060 if we ever need to do a rebuild down the line. The machine shop bill also

included installing the cam bearings and freeze plugs from the Summit rebuild kit (PN SUM-SBCKIT1-411, \$240). The rebuild kit is a great way to get a lot of parts, up to and including pistons, in one affordable package.

06. We picked the best of the three Chevy cranks and had it massaged by Rancho Machine prior to them balancing the assembly with the new hypereutectic Summit pistons. Machine shop rates vary quite a bit, so shop around.

07. We then installed the 0.010-inch undersized main bearings from the Summit kit and slathered them in the included assembly lube.

08. The reworked crank was then set in place and the factory bolts were torqued to 75 lb-ft.

09. The T5 heat-treated 0.040-over hypereutectic aluminum flat-top pistons, with valve reliefs, were mated to the GM rods by Rancho Machine. It only cost a few bucks for them to do this and it saved us a lot of hassle since the pins are press fit.



10



12



13



11

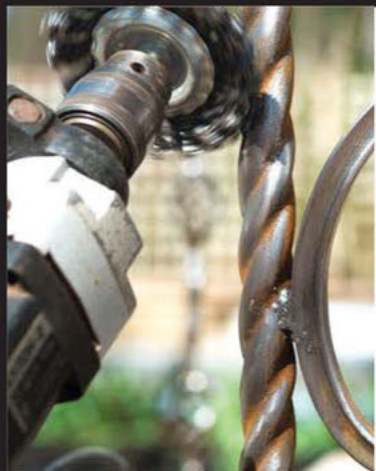
10. The Summit rebuild kit also included a full set of cast-iron 0.040-inch rings. We file fit them to size and installed them on the aluminum slugs.

11. After oiling the cylinders, we carefully slid the piston/rod assemblies into place. There's a small dot on each piston to indicate which side faces the front of the engine.

12. Given the sorry state of modern oils, we ditched the idea of flat tappet and decided to opt for the reliability of a full roller. To make the transition easy on our non-roller block we ordered a hydraulic roller retrofit cam kit (PN SK12-412-B, \$692). In the package was a set of Comp link-bar roller lifters, new 2100 timing set, and a hydraulic roller camshaft. This engine is destined for a lot of street time, so the specs were kept mild at 212/218 duration (@ 0.050), 110 LSA, and lift of 0.487/0.495.

13. The Comp retrofit kit from Summit came with a Delron button (PN 202), but we had to scrounge around the shop for a retaining plate. Also, due to the face design of our GM timing cover, we had had to shave a bit off the button to get the perfect fit.

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14



15



16



17



18



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22



23



21

TECH PROJECT

14. For heads, we opted to go with Summit Racing's 200cc street/strip aluminum heads (PN 162112, \$1,050 pair). These feature 64cc chambers that dropped our compression to around 9.8:1, allowing us to run much less expensive 87-octane gas if we choose. The heads also featured 2.02-inch intake and 1.60-inch exhaust valves along with chromoly steel retainers and dual valvesprings. For just over a grand it's a lot of head for the money.

15. The point of this build wasn't to do it the absolutely cheapest way possible, but instead to build a good looking, reliable engine that wouldn't put us in the poor house. To that end we opted for a few bits that fell more in the appearance or "peace of mind" categories. One line item in the latter category was a set of ARP head bolts (PN ARP-134-3601, \$85). Sure, we could have cleaned up the stock bolts, but these fasteners are stronger and wouldn't wreck our budget.

16. We then installed the high-volume, standard-pressure oil pump (SUM-121155) included in the Summit rebuild kit. Before installation, we tapped the pickup (MEL-55-S1) into the pump and tack welded them together.

17. The Summit rebuild kit included all of the needed gaskets, including the four-piece oil pan

gasket. After getting them all placed we dabbed the four corners with extra RTV sealant.

18. To be honest, we really didn't need a new oil pan, but the ones we had were a bit dented up so we decided to go new. The good news is that this gold-zinc coated five-quart pan from Summit (SUM-G3531) only set us back \$40. We bolted it in place with fasteners from our ARP accessory fastener kit (PN ARP-534-9801, \$108).

19. Our early block wasn't designed for a roller valvetrain, but thankfully the aftermarket had us covered. In the Comp retrofit kit we were supplied with a full set of these vertical link-bar lifters (PN CCA-853-16).

20. For rockers, we decided to roll with a set of Comp Ultra-Golds (PN CCA-19001-14, \$291) that would fit our $\frac{3}{8}$ -inch studs. On this engine we could have gotten away with a lesser rocker but the Ultra-Golds are rock solid, and being full-roller, they will free up a bit of power. For pushrods, we ordered a set of 7.300-inch Comp Magnum pushrods (PN CCA-7609-16, \$105).

21. To fire our small-block we chose a Summit Street & Strip Ready-to-Run billet distributor (PN SUM-850205, \$206). It has both vacuum and mechanical advance and the magnetic trigger is reliable throughout the rpm range.

22. To top off our engine, we went with Holley's



Street Avenger carburetor (PN HLY-0-81670, \$400) from Summit. At 670 cfm, it's sized just right for our mill and the choke will make it easy to live with on the street. The carb features ultra-light weight aluminum construction along with external float adjustments and center-hung floats. It's also easy to adjust and change the spring for the vacuum actuated secondaries. For an intake we chose a midrise Summit piece (PN SUM-226010, \$185).

23. The larger Comp Ultra-Gold rockers meant we couldn't use our stock valve covers, which was fine since they were ugly. Instead, we called up Eddie Motorsports and got a set of their black powdercoated covers and had a retro Chevrolet logo laser etched on them.

24. At Westech Performance we strapped the newly revitalized 355 to the Superflow dyno, filled the tank with pump gas, and fired it up. Once properly broken in, Westech's carb-guru, Steve Brule, started making pulls and performing adjustments. Over the course of a dozen pulls, he slowly added timing, up to 37 degrees on the last pull, and swapped the jets around.

SOURCES:

ARP (Automotive Racing Products)
(800) 826-3045
www.arp-bolts.com

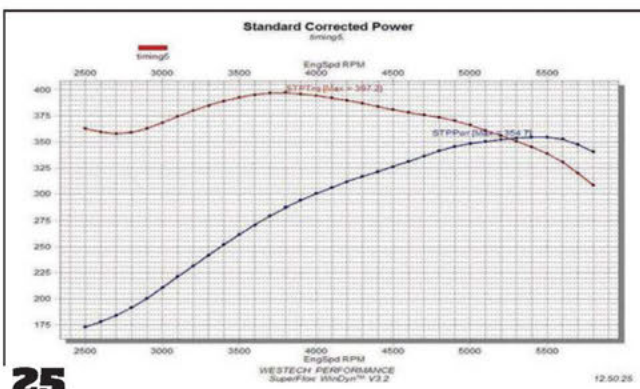
COMP Cams
(800) 999-0853
www.compcams.com

Eddie Motorsports
(888) 813-1293
www.eddiemotorsports.com

Holley
(270) 781-9741
www.holley.com

Summit Racing
(800) 230-3030
www.summitracing.com

Westech Performance
(951) 685-4767
www.westechperformance.com



25. On pull six, we were rewarded with our best corrected numbers of 355 hp and 397 lb-ft of torque. The best part is the 355 lb-ft of twist way down at 2,700 rpm. Low-end grunt like that is what makes a street cruiser fun. Best of all, we can run this mill on the cheap gas and it idles smooth and silky.



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Magnuson Superchargers
(805) 642-8833
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Getting Force Fed

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By LR Staff
Photos by Joe Ray



Forced induction has been around for decades, but it's a relatively new concept when it comes to building a lowrider. Of course, our cars have always been built as cruisers, but over the past decade the use of LS motors has changed the scope of our builds and while we don't need the power, it adds a level of customization that's downright necessary.

It's not uncommon to have people ask us why we put LS motors into our lowriders. They don't understand why we'd need gobs of power on a car that rolls on 13-inch or 14-inch wire wheels and we understand their curiosity. The bottom line is that we do it because of the pride we take in our builds. For us, it's about building the best vehicle we can with the best components we can source and, in short, dropping in an LS motor is much like having a gun in your closet because it's better to have it and not need it, than to need it and not have it.

The addition of a supercharger will not only give you increased performance, but the whine of the pulleys and the aesthetic look it provides is worth its weight in gold. We can also assure you that forced-induction systems of any kind are sure to become the next major upgrade for the big dogs in the game of lowriding.

That said, we stopped by Magnuson Products to take a look at a few of their offerings and we were more than impressed. In particular, we were interested in their "LS" series of superchargers, so here's a breakdown.



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HOW DOES A SUPERCHARGER INCREASE POWER?

A supercharger adds significant horsepower gain by compressing more air into your intake. The supercharger runs off of a belt that is spun by your motor, and while it uses power to create power, the amount gained is much greater than the amount used. Now when you couple more air with a correspondingly greater amount of fuel, and the proper timing and spark, this results in bigger spark and boom, resulting in more horsepower.

WHY CHOOSE MAGNUSON SUPERCHARGERS?

Magnuson Superchargers builds the world's most popular aftermarket Eaton TVS superchargers for late-model muscle cars, sports cars, and trucks. At Magnuson, they believe that each of their customers should be given the ability to have big horsepower, drivability, and a long-lasting, reliable product. They've been in the business for well over 30 years and they have not only learned to master their craft, but backed it with numbers, which has given them the title as "the best-selling, most complete line of bolt-on superchargers anywhere."

Each Magnuson Supercharger is also tested before it leaves the factory, and they stand behind their product with a three-year/36,000-mile warranty.

SUPERCHARGING TO OEM STANDARDS

It's going to run like it was factory installed because Magnuson manufactures and calibrates to OEM standards. Just ask their OEM customers. They also use Eaton rotors exclusively, the same supercharger rotors found in virtually all of the OEM supercharged applications from Audi, GM, Jaguar, and Ford. Most Magnuson Supercharger kits carry a CARB EO# and are 50-state emissions legal for on-road use.

Magnuson kits are known for their drivability and reliability, achieved through their Powertrain Integration approach. Simply put, this is the process of recalibrating the engine and transmission control programs to work with the altered induction path and boost pressure of the supercharger. This results in a seamless and consistent delivery of power over the entire rpm range, not just high end. It also means that your vehicle will continue to meet emissions and fuel economy standards.

ABOUT MAGNUSON SUPERCHARGERS

Magnuson Products, LLC promotes and distributes hybrid roots-type superchargers to the automotive aftermarket industry worldwide. Magnuson's R&D team combines more than 60 years of system designing experience with state-of-the-art engineering and the latest in computer design and fabrication technology.

Magnuson is capable of developing a



complete supercharger system and taking it through every facet of design, fabrication, testing, and production. The goal of Magnuson's R&D team is to create the most durable, quiet, powerful, and efficient supercharger system possible utilizing the "roots-style" blower.

DESIGN & ENGINEERING PERFECTION

Utilizing the latest in computer design technology, Magnuson creates the initial designs and drawings to begin development of the essential supercharger components. With the use of solid modeling techniques we are able to utilize original designs in our CAD/CAM software to create full-size models and patterns, loose run samples for prototypes, and production parts.

THE PERFECT FIT

Magnuson has a complete model and pattern shop. They specialize in casting technology, and generate their own match plates and core boxes. No mods, no shaving, no grinding, unless of course you have modified your engine or engine compartment in ways that would interfere with the system.

IS IT LEGAL?

Since we're talking lowriders, most of them don't have to abide by emissions laws so you don't have to worry. Now if you're planning on supercharging anything newer than a '75, then you'll be pleased to know that many Magnuson supercharger kits carry a CARB E.O. number thus making it legal to have. So whether you're driving a Corvette, Cadillac, Silverado, Hummer, Camaro, or a Mustang, Magnuson supercharger kits deliver maximum performance, while continuing to meet emissions and fuel economy standards! ■



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'65 32" 25" Pictured \$320

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'64 40" Pictured \$351	'61-'63 Pictured

NOVA / CHEVY II

Drop-In Replacement Starting At \$320	2 Row Aluminum Starting At \$380
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'66-'67 32"/323" Pictured \$320

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COSMETIC



By Joe Ray

CLASSIC INSTRUMENTS... BECOME EXCLUSIVELY GAUGED!

FINISHING TOUCHES: DIRECT-FIT GAUGES FOR YOUR '59 AND '60'S IMPALA OR EL CAMINO

Classic Instruments can provide the finishing touch to your classic or custom creation by incorporating superior quality, exceptional styling, and constant innovation to your instrument panel. Besides their extraordinary value, Classic Instruments offers premier gauges because they set out to build them better or they won't build them at all!

Each and every one of their gauges is designed, assembled, and calibrated with pride and quality. Classic Instruments offer various types of unique gauges to fit the

style you are looking for. You can choose from direct-fit, universal, individual gauges, or you can also upgrade, retrofit, and even have a gauge custom built for your own specifications.

To prove a point about their superior quality and innovation, we took a resto-mod '59 Impala and had the original gauges replaced with Classic Instruments' '59-'60 Chevy Impala and El Camino "Direct Fit" package! This specific package includes the speedometer, fuel (0-30 ohms), volts, oil, and temperature gauges. All the necessary

hardware, including the brackets, wiring, sending unit, and the polished aluminum adapter ring for this '59 are included too.

Classic Instruments also offers you many types of pointer options as well as matte black, stainless, and gold bezel finishes. You can have your choice of curved or flat glass and include LED halo, turn signal, and high-beam upgrades too. Follow along with us and get a good reading on how simply you can install and apply the "finishing touch" to the instrument panel of your dashboard and make your gauges look exclusive as well. ■



SOURCES:

Classic Instruments
(844) 342-8437
www.classicinstruments.com

Custom Dimensions
(626) 374-1674
El Monte, CA
Ask for Jesse

● Jesse over at Custom Dimensions removed the original instrument bezels from this resto-mod '59 Impala.



01



1 After removing the OEM gauges from each of the dual chrome '59 Impala bezels, we began by mounting the new Classic Instrument gauges. As you can see they fit directly in place.



02



2 The left side chrome bezel includes the fuel and oil gauges with mounting brackets and screws, while the right bezel contains the temperature and voltage gauges.



03



3 From here the center round bezel comes with a polished aluminum ring with a mounting bracket that is attached before the speedometer gauge is mounted on.



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AXALTA

Paint Tip of the Month

By Axalta Coatings Systems

"PINSTRIPERS" TIP

The fine lines of pinstriping not only connect an intricate or subtle patterned custom paintjob, but also complement and coordinate the colors too. Today, lowrider-styled paintjobs require all kinds of pinstriping art skills and it seems that almost every lowrider has a line or two accenting a body style. So, this month's paint tip pertains to all of you famous and not-yet-famous pinstripers. We all know that talent, practice, and imagination make for a good striper, but a real good striper will tell you that the product you work with and the consistency of it is the "icing on a cake." Well, Axalta Paint Products has something new for you to get your paint brushing hands on! Introducing Axalta's new Hot Hues, Hot Pinstripe Efx brand that is specifically mixed from Axalta Paint product components. This new brand comes in half pints, and with the quality of high-performance driving colors that provide exceptional coverage. The Hot Pinstripe Efx paint is both gloss and clearcoat compatible, it also has a trouble-free application with excellent brush ability that will deliver superior results in solid and metallic colors. You are able to mix solid colors with metallic colors that will allow you to create your own custom colors. Hot Pinstripe Efx has a two- to three-hour pot life depending on temperature once it has been activated with 153095 activator only. You can activate what you intend to use for the project you are working on, let it flash for 15 to 20 minutes, and depending on temperature, you can then apply Axalta clearcoat for the final finish. For more technical advice please feel free to contact product specialist Steven Chaparro at steven.c.chaparro@axaltacs.com.



04

4. The Classic Instruments gauge is mounted onto the original chrome center pod with a "U" shaped mounting bracket.



05

5. Jesse begins with the easy step-by-step wiring connections provided in the attached installation manual.



06

6. The center speedometer gauge is wired and ready to connect to the speed signal interface terminal.



07

7. The dual oil, fuel, temp, and voltage gauges are also ready to connect to the model SN24Z terminal.



08

8. Classic Instruments SN74Z terminal is the perfect complement to your Classic Instruments speedometer or tachometer. It has the ability to function as either a speedometer or tachometer interface and it works with many standard aftermarket gauges.



09

9. Here we have Classic Instruments "Direct Fit" '59 Impala gauge assembly mounted to the '59's original chrome bezels ready to be reinstalled onto the Impala's dash panel.



10

10. Jesse installs the Classic bezels onto the Impala's dash area so that from there he can continue to wire the ground and 12VDC power to the terminal.

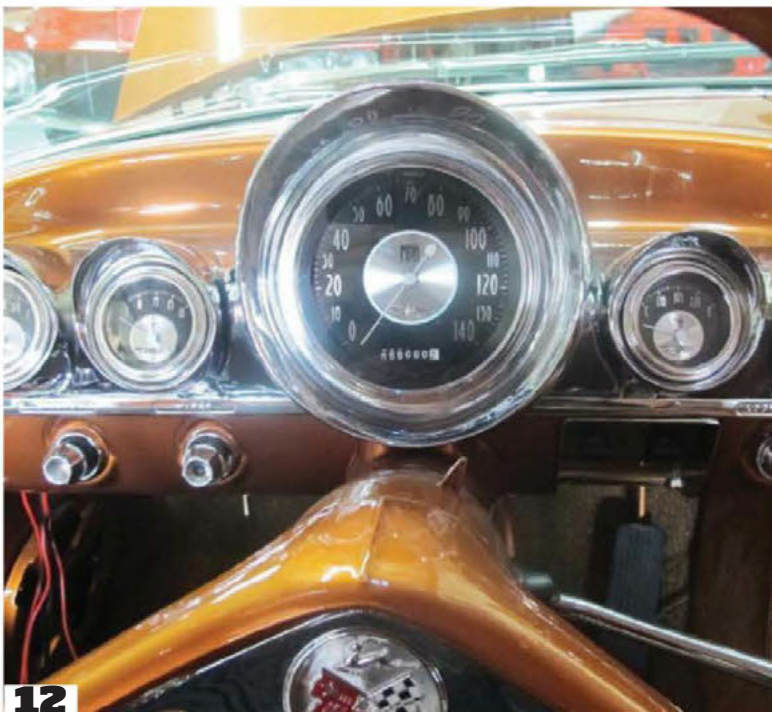


11



11 Here we are designed, calibrated, and assembled in place for that exclusive classic gauge look.

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NEVER QUIT

This '62 Rag is a Testament to its Owner's Perseverance

By Phil Schwartze

Photos by Beto Mendoza

In 2007 we featured a '62 Impala hardtop with blue trim belonging to Herman "Pooh" Ashley of Los Angeles. It was built in honor of, and named after, his sister Shameka who lost her life, but if that wasn't enough, the car was wrecked a year later and practically unsalvageable...well, almost. Many might have given up after suffering that much loss, but







Pooh ain't your average guy. He got word of a '62 rag shell – no frame, no doors, just quarter panels, floor, and windshield. So he started borrowing what parts he could save from the hardtop and transplanting them onto what would eventually become known as "Shameka's Revenge."

Pooh wanted a car that'd hop and this time chose red accent colors to make it look different from his first car. It features a full frame reinforcement, chrome undercarriage, chrome 9-inch Ford rear that came out of a '78 Lincoln Versailles with front suspension chromed and molded. Ten batteries power two chrome pumps with two Adex square dumps in back and one in front keep the juice pumping. Six-inch cylinders in front with 12 inchers in the back keep the 13-inch Zeniths jumping and rolling. Mikey from Hop Shop in Gardena, California, took care of the suspension duties. The engine is a 5.7L LT1 and tied to a 700-R trans, which propels the '62 down the road with plenty of power.

Body mods include reinforcements to the quarters, firewall, and doorjambs to make it a hopper done by Dave Little at Little Customs in Palmdale, California, who also painted the car the white/red combo. An Alpine deck and equalizer, two Hifonic amps, with Pioneer 6x9s and Kicker subwoofers, also done by Mikey from Hop Shop keep the tunes thumping loudly. Interior appointments include a Dakota Digital dash with red upholstery done by Ultimate Hydraulics in Norco California.

Believe it or not, Pooh has already sold the Impala and is working on a '56 Bel Air, but still gives thanks to Mikey, Fuzz, Dave Little, V-Max, Switchman, and to his wife and family for their ongoing support. We look forward to seeing the completed Bel Air rolling strong. ■



TECH SPECS

VEHICLE YEAR/MAKE/

MODEL: 1962 CHEVROLET
IMPALA CONVERTIBLE

VEHICLE NICKNAME:

SHAMEKA'S REVENGE

OWNER: HERMAN "POOH"
ASHLEY

CITY/STATE: LOS ANGELES,
CA

CLUB: INDIVIDUALS

ENGINE: LT1 V-8 AND 700-R
TRANS

BODY/PAINT: REINFORCED
AND PAINTED BY LITTLE
DESIGNS

SUSPENSION: FULL FRAME
REINFORCEMENT, CHROME
UNDERCARRIAGE, CHROME

9-INCH FORD REAR. TEN
BATTERIES, TWO CHROME
PUMPS, TWO ADEX SQUARE
DUMPS IN BACK AND ONE IN
FRONT. SIX-INCH CYLINDERS IN
FRONT WITH 12 INCHERS IN
THE BACK.

INTERIOR: DAKOTA DIGITAL
DASH, INTERIOR BY MIKEY
FROM HOP SHOP

SOUND SYSTEM: ALPINE
DECK AND EQUALIZER,
TWO HIFONIC AMPS, WITH
PIONEER 6X9S AND KICKER
SUBWOOFERS

WHEELS/TIRES:
13-INCH 72-SPOKE ZENITHS /
TRAVELSTAR13S

MODEL

**Adamaria
Quezada**



LOWRIDER

EST. 1977

PRESENTS

KONNECTED

Flying Low

1959 Pedal Airplane

By Beto Mendoza

Photos by Richie "Callejero" Chavez

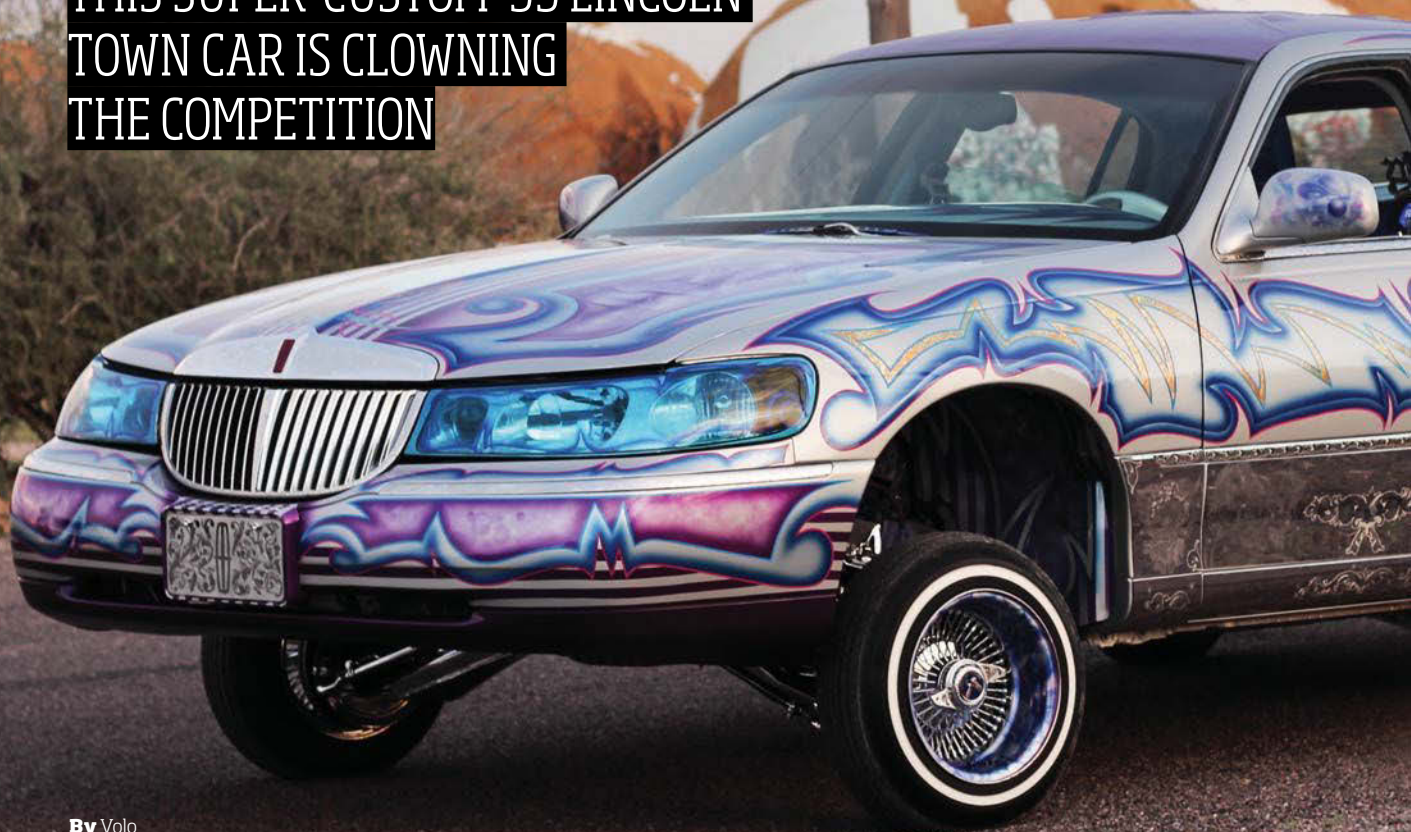


Roman Felix of Visalia, California, has been collecting pedal cars since 1999. When he stumbled into this 1959 pedal airplane at a local antique shop he had to have it. "I figured it would be nice to keep around for the day I have grandkids." Shortly after purchasing the pedal, Roman found out his wife was pregnant with their third child. Once receiving the news, he began working on the stroller. It took Roman over a year to build the pedal plane. "I'm the owner of Premier Paint and Body and my priority is to make the overhead to keep the shop running, so I only get to work on my personal projects during my free time."

He used a custom candy violet from House of Kolor with flake and over silver leafing. For the seat he used tan ostrich with black vinyl and had his company's logo stitched to the backrest. All the chrome pieces were removed and sent out to Lugo's Engraving in Hanford, California, before Mike with New Age Chrome in Fresno, California, dipped them in chrome. Roman would like to thank his wife and kids for all their support. ■



THIS SUPER-CUSTOM '99 LINCOLN
TOWN CAR IS CLOWNING
THE COMPETITION



By Volo

STR8 PAYASIANDO



Alfonso started lowriding at the young age of 8 with his neighborhood buddy, Jose Peña, from Touch of Class Car Club in Southern California. Alfonso would help him out, working on Jose's '90 Lincoln Town Car and, in return, Jose would take Alfonso to the car shows. Jose's positive influence made a lifelong impression on Alfonso and the lowriding lifestyle stayed with him from adolescence through adulthood.

Alfonso recalls his first official ride was the lowriding bicycle his mom gave him as a gift. He started taking it to the car shows with Jose and that's when he started to realize that he wanted to do more, and with that came the need for money. As soon as Alfonso was old enough to work, he started to paint houses. With each dollar he earned, he would set some cash aside for a car. By the time he hit 17 years of age, Alfonso had enough money for a good down payment. That Saturday following his birthday, Alfonso's father signed the papers for his son's first car,

a gray 1999 Lincoln Town Car. Alfonso soon added his first set of 100-spoke chrome rims, Black Magic single-pump hydraulic setup, and a set of pinstripes on the outside.

A couple years later, Alfonso met Mike Gomez from Kolor Me Krazy, and had this talented automotive painter do up a custom paintjob on the Lincoln. When Alfonso moved with his family from California to Arizona, he ended up meeting a member of the Avondale chapter of Majestics Car Club. From there, Alfonso not only joined the club, but he was also introduced to some custom builders from the area. With one customization after another on his Town Car with the utmost attention and care, soon things were picking up the pace. The ride, now famously known as "Str8 Payasiando," basically means that this Lincoln is "straight clowning" on the competition!

Alfonso gives big thanks to his wife, Yvette, for all her support, and to his friends and acquaintances whom helped build this super-custom ride. ■

TECH SPECS

VEHICLE YEAR/MAKE/MODEL:

1999 LINCOLN TOWN CAR

VEHICLE NICKNAME:

STR8 PAYASIANDO

OWNER:

ALFONSO AVILA

CITY/STATE:

AVONDALE, AZ

CLUB:

MAJESTICS CAR CLUB

ENGINE:

4.6L V-8 ENGINE WITH UPGRADED

CHROME ACCESSORIES, CUSTOM COVERS,

AND ENGRAVING AND BUILT UP BY ANTHONY

BACA OF PHX KUSTOMS IN PHOENIX, AZ

BODY/PAINT:

KOLOR ME KRAZY DID THE

BODYWORK AND CUSTOM SILVER PAINTJOB

WITH PURPLE PATTERNS, LG PINSTRIPING

TACKLED THE STRIPING AND RICK OF VOODOO

WORKS DID THE AIRBRUSHED MURALS

FOUND IN AND OUTSIDE THE VEHICLE. SWING

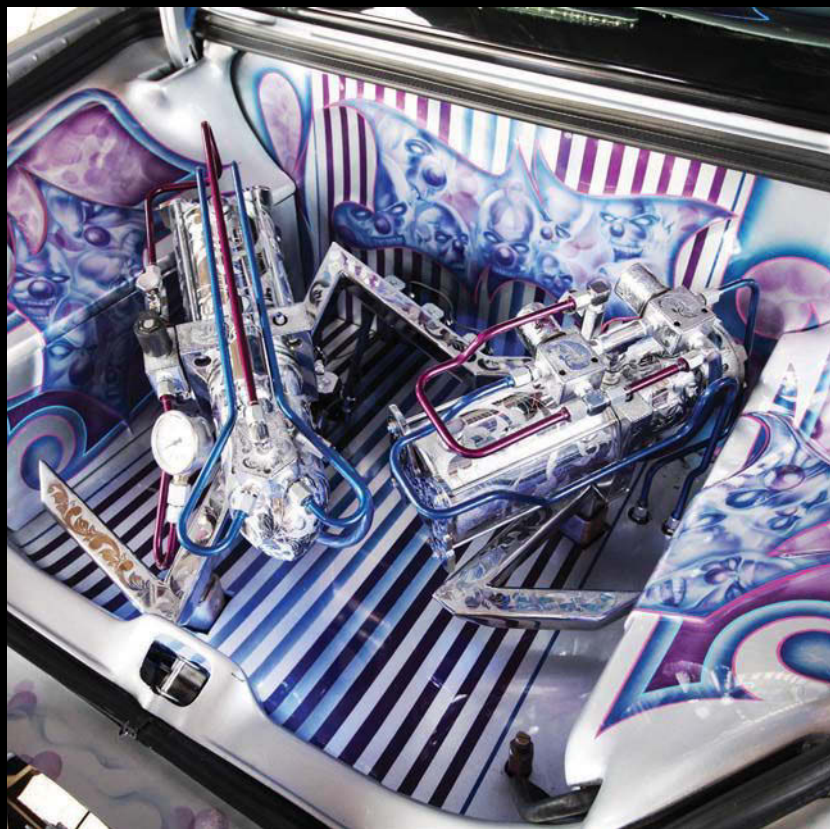
ENGRAVING IN PHOENIX ADDED THE ELEGANT TOUCHES.

SUSPENSION: THE TWO BLACK MAGIC HYDRAULIC PUMPS AND SIX WORKAHOLIC DEEP-CYCLE BATTERIES WERE INSTALLED BY LEONARD RUELAS

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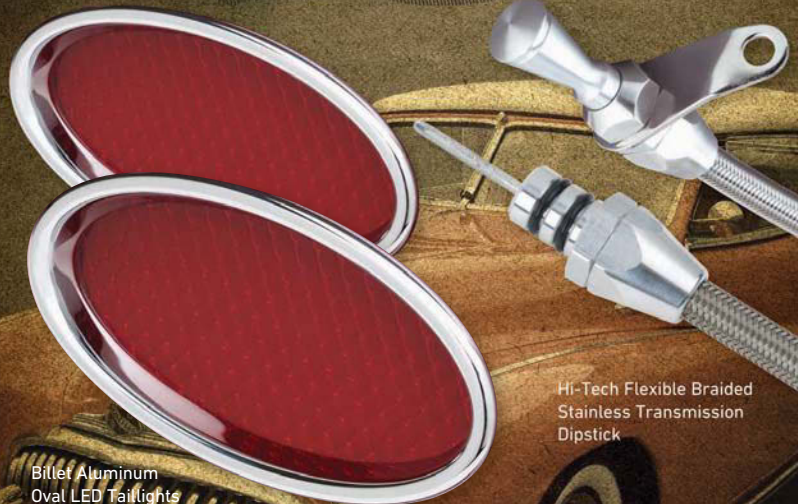
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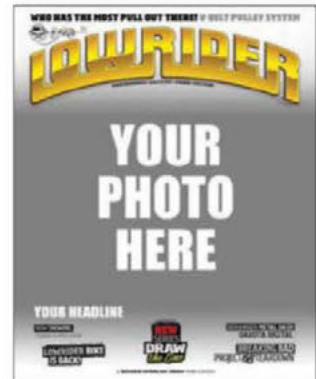
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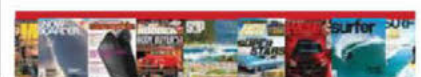
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